United States Court of Appeals

for the Second Circuit

EXHIBITS

Docket No. 76-6065

IN THE

United States Court of Appeals

For the Second Circuit

CITY OF ROCHESTER and GENESEE-FINGER LAKES REGIONAL PLANNING BOARD,

Plaintiffs-Appellants,

— *vs* —

UNITED STATES POSTAL SERVICE AND BENJAMIN F. BAILAR, UNITED STATES POSTMASTER GENERAL,

Defendants-Appellees.

On Appeal from the United States District Court for the Western District of New York

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EXHIBIT BOOK

GOLDSTEIN, GOLDMAN,
KESSLER & UNDERBERG
Attorneys for Plaintiffs-Appellants
Office and P.O. Address
1800 Lincoln First Tower
Rochester, New York 14604
Telephone (716) 325-1930

Daily Record Corporation
Rochester, New York

(S1943-8062)

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Community Development Issues

Land Use Issues—

Existing land use controls have become increasingly obsolete and generally ineffective.

The impact of the property tax distorts land use decisions.

Rochester as well as most of the region's urban centers are experiencing a declining population and tax base.

The formulation and implementation of a plan for community development is a dominant factor in shaping man's environment. The creation of cohesive residential communities with access to shopping, employment, and recreation areas should be a common goal. As the communities built today will become regional assets or liabilities for decades to come, emphasis should be placed upon proper distribution of land uses, the efficient provision of public services, protection of natural resources and good design standards.

The process by which community development patterns are determined is directed by four activities which, in turn, facilitate the location of other activities. Policy decisions in the areas of transportation, utilities, economic development and land use exert a major influence on the development process and are instrumental in shaping the the character and quality of our living environment. The community development section of this report describes issues related to land use and economic development, while the transportation and utility elements are presented individually.

Land Use

A substantial portion of the procedure for land use planning and control in the State of New York is based on legislation enacted in the 1920's. Many of the concepts and controls advanced by these acts are outdated and need to be reconsidered in view of the major social and environmental problems confronting today's society. Although new concepts for land use and development controls are needed, it should be noted that existing control mechanisms have not always been applied effectively with sufficient diligence. Lack of understanding, political pressure, and limited technical assistance available to planning boards have contributed to the ineffectiveness of such controls.

Local governments, school districts and other taxing jurisdictions are heavily dependent upon the property tax as a source of revenue for local operations. This dependency places neighboring communities in direct competition with one another to attract commerce, industry, and other uses which are believed to generate more in revenues than they require in expenditures for various public services. In view of this competition socially and environmentally sound planning efforts are hard pressed to withstand the pressures for low property taxes and a land use program that can pay for public services.

The importance of the property tax directly influences planning decisions and is a major factor leading to the adoption of restrictive local zoning practices. The net result of these practices is that communities within the region are increasingly stratified by age, income and race. Within recent years, however, public officials and citizens alike have become more aware that their best long term interests may not be served by regulating land use to meet narrowly defined fiscal objectives. While fiscal impact remains a major consideration in the decision-making process, the importance of such factors as environmental quality, meeting social needs and providing amenities is being recognized.

During the past two decades, there has been a substantial redistribution of people, activity centers and employment opportunities which has had a significant impact on the City of Rochester. Between 1950 and 1970 the city reported a decline of 26,000 persons. Contributing to this net loss was an out-migration of 72,000 whites and an in-migration of 46,000 non-white persons. Characterizing

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Economic Development Issues

The cost of doing business in the region is becoming too high.

Regional goals for economic development must be consistent with overall community objectives for population growth, social needs and environmental concerns.

this shift is the fact that the people leaving the city represented the most affluent and mobile segments of the city's population, while those people relocating in the city were primarily unskilled and undereducated. Analyses of demographic trends reveal similar conditions have occurred in and adjacent to such smaller centers as Batavia, Canandaigua, Geneva and Newark.

In addition to the dispersion of population out of Rochester, there has been a corresponding shift in employment patterns. Several large industrial operations have relocated out of the city as a result of inadequate or obsolete plants, a need for large tracts of land with good access, additional potential for future expansion or other considerations. This loss of the more affluent segments of the population combined with the loss of industry has placed a substantial burden upon city officials, residents, taxpayers, and institutions. This problem is further accentuated by the increase in tax exempt properties within the city. Although many such uses serve county and regional needs, city taxpayers bear the burden of providing necessary public services.

A metropolitan community with a major urban center such as Rochester presents a number of unique opportunities for its residents. Due to size and population concentration, such cities generate a demand for and have the ability to provide certain goods and services, social functions, and cultural activities not available in any other location. In Rochester, there are numerous examples of activities and functions which serve the entire region including: the Eastman Theatre, professional sports activities, the War Memorial, the Museum of Arts and Sciences, the Strasenburgh Planetarium and Midtown Plaza.

A revitalized, dynamic central city is important to the entire region. On this basis, it is vital that such region-serving "one-of-a-kind" facilities be expanded and improved. At the same time, attempts to relocate such activities out of the city must be strongly discouraged.

Economic Development

Historically, the location of industrial activity in the United States has principally been determined by private decision-makers rather than by governmental action. While the level of government influence in this process may at times be substantial, the role of public planning has traditionally served to: make the region capable of supporting industry; promote economic activities consistent with regional development goals; and facilitate operating requirements of business and industry. In recent years, however, it has become increasingly clear that the public sector has a responsibility to assume a major role in this process. This is essential if communities are to influence locational activities relating to community development.

An effective regional economic development program is important to the area's health and well being. The amount, type and location of such development, however, must be determined by balancing the needs of industry with the needs of the local population for gainful employment and a high quality of life. Successful economic development programs are dependent upon coordination with comprehensive planning and an awareness of local manpower, training, and educational requirements for skill development.

Economic development activities create "ripples of effects" which may be felt over a broad area. Although economic expansion provides direct benefits to specific municipalities in the form of increased assessed valuation, secondary

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City of Rochester

The City of Rochester is the third largest city in New York State. As a result of its pre-eminent and long-standing position as a major center of industrial activity, Rochester has stimulated the emergence of an inter-dependent and relatively affluent metropolitan region. Although the Bureau of the Census defines the Rochester SMSA as a five-county area, Rochester's influence is felt directly throughout all of the region's eight counties.

The growth and development of Rochester based corporations has brought national and even international recognition to the area. The physical, human and technological resources to manufacture and distribute goods produced locally have contributed to a generally prosperous regional economy. In addition, the community's tradition of supporting a wide range of cultural facilities and service programs has enhanced individual opportunities for personal development.

Despite the many beneficial aspects of the "economic boom" which the Rochester community experienced during much of the 1960's, these gains did not come without many severe problems. While most areas of the region could point to specific improvements, the City of Rochester—the metropolitan center—experienced problems of substantial importance. For example, a major expressway network was constructed to improve traffic flow as well as Rochester's position relative to the national marketplace. Although providing many benefits, this system has had such secondary impacts as disrupting established neighborhoods and increasing personal mobility, both of which stimulated the out-migration of people, business and industry to suburban locations. The regional transportation system continues to exert a major influence on the city's economy, its fiscal stability, neighborhood and residential environment and social composition.

In 1950, Rochester's population exceeded 330,000. In 1970, the Census reported a total city population of 296,000. Indications are that this declining trend has continued over the last five years. Compounding this problem is the fact over this period there has been a major shift in the social and economic character of the city's population. There is evidence that there has been an increase in the proportion of the city's population which is poor, and/or otherwise disadvantaged. The severity of this change surfaced in the riots of 1964 and subsequent increases in the incidence of crime and delinquent behavior.

Rochester provides regional residents with many unique opportunities. Due to its size and concentration of people, the city has the capacity to support many cultural functions and institutional activities which benefit the larger community. For example, the city houses several "one-of-a-kind" uses which serve the entire metropolitan area including: the Museum of Arts and Science; the Strasburgh Planetarium and the Eastman Theatre. Further, Rochester provides an increased level of city services which accommodates people who work in the city but reside outside its corporate limits. Public safety, street maintenance and trash collection and disposal are examples of services which benefit out-of-city residents, but which are almost exclusively paid for by local property taxes. The city's ability to continue to effectively provide for these needs has become impaired in recent years. Although there are several factors which contribute to the problem, of major significance is the fact that the city's property tax base has not increased sufficiently to keep pace with the rising costs of living. As a result of these trends and the recent Hurd decision, the city's fiscal problems have intensified to the point where a major crisis may be imminent.

The regional plan presents a general concept for the future.

The realization of the objectives of the plan is dependent upon its acceptance by the regional community. It is apparent that the problems which confront Rochester will not be solved by any actions the city can take unilaterally. Successful plan implementation demands that area governments—city, town, village, county and state—work together effectively for the region's mutual benefit. Unless such a process is carried out, work will continue at cross purposes, mitigating the benefit of any planning effort.

As the economic and governmental hub of the entire region, the health and vitality of Rochester is important to the entire area. A concerted effort on the part of local, county, regional and state officials, industrialists, local financial institutions, the media, citizen organizations and interested individuals is needed if recent population, economic and fiscal trends are to be reversed and a dynamic central city achieved. This is one of the most significant objectives of the regional plan and the basis for many recommendations and policy actions.

Community Development

The regional community development plan is designed to encourage a compact, functional and liveable urban environment. The plan strongly recommends that public policies be directed to insure the health and well-being of the region's cities and villages. In order to accomplish this objective, it is essential for the City of Rochester to attract a significant share of anticipated regional population and economic growth. Activities and programs which support this concept need to be pursued. At the same time policies which limit the dispersion of urbanization to heretofore open or rural areas must be implemented.

The regional plan projects a total Monroe County population of approximately 970,000 by the year 2000. In order to enhance Rochester's position as the dominant regional center it is recommended that the city's population comprise about one-third of the total population of the county. This will require the city to attract about 20 percent of the total growth allocated to the county during this period. Although growth will "pump" new life into the city, the preservation of existing neighborhoods and community resources is a stabilizing influence and a critical priority.

The principal community development recommendation affecting the City of Rochester is as follows:

- Public and private actions should be coordinated and directed toward improving the vitality of Rochester and creating a strong metropolitan center.

The following recommendations are proposed to complement the basic objective stated above:

GENERAL

- Plans and programs should be developed to increase the attractiveness of the city as a place to live, work and shop. This should include the provision of viable business, industrial, cultural, and recreational facilities, but most importantly, a variety of attractive residential environments.
- Region-serving and/or one of a kind uses such as the central post office should be discouraged from relocating outside the city. The fiscal responsibility for supporting such uses should be shared by the entire regional community.
- Neighborhood organizations should play a major role in determining community development objectives,

EXHIBIT 1 — Genesee-Finger Lakes Regional Planning Board Comprehensive Regional Development Plan, dated June, 1975.

establishing priorities and advising city officials in the decision-making process.

RESIDENTIAL DEVELOPMENT

- Public investment programs should be designed to stimulate new residential construction. Although the city's total housing needs should be served, priority should be given to attracting new housing for middle and upper income families.
- Housing for low and moderate income families should be dispersed on a fair and equitable basis throughout the region's suburban areas to meet identified need.
- New residential development in the city should be at densities which average between 10 and 15 dwelling units per acre. Within the central sections of the city residential developments at densities ranging from 24 to 30 or more dwelling units should be encouraged where services and site amenities can absorb such increases in population.
- Sites for new residential development should be determined in conjunction with neighborhood groups and selected on the basis of specific criteria including: physical suitability, neighborhood character and transportation, including access to shopping, employment, recreation and other community facilities.
- The development and/or redevelopment of residential areas should reflect an awareness of the need to maintain proper design, scale, open space, density control and other factors which affect the atmosphere of residential areas.
- Residential design standards should insure attractive and functional living environments appropriate to serve a variety of population groups.

ECONOMIC AND COMMERCIAL DEVELOPMENT

- The need to create a healthy economic environment and attract new manufacturing jobs in the city is a high priority and should be encouraged. Industrial development activities should be consistent with overall community development objectives and coordinated with such human service activities as manpower, education, occupational education, training and skill development.
- Prime industrial lands should be protected from being absorbed by competing real estate interests. Utilities and services should be provided to increase the potential of these sites to attract future development.
- Priority attention should be given to realizing the potential of downtown Rochester as the major regional center. A strong commitment on the part of city and county officials, local financial institutions, downtown merchants and citizens is essential to bring about the physical improvements and necessary promotional efforts to attract people to the area.
- The revitalization of neighborhood commercial areas should be an integral part of the city's efforts to preserve existing neighborhoods.

Natural Resources

Residents of the City of Rochester and County of Monroe are served by one of the most extensive parks and recreation systems in the nation. However, despite the fact that there are many local, county and state facilities which currently serve both active and passive recreation needs, the demand for new and improved recreation facilities continues to be a high priority need.

As regional planning provides an areawide framework to

EXHIBIT 1 — Genesee-Finger Lakes Regional Planning Board Comprehensive Regional Development Plan, dated June, 1975.

EXHIBIT 8 – Letter from Genesee-Finger Lakes Regional Planning Board (Margaret Ely) to U.S. Postal Service (J. F. Kenyon), dated 9-22-75.

September 22, 1975

Mr. J. F. Kenyon, General Manager
Real Estate Division
United States Postal Service
Eastern Region
P.O. Box 8601
Philadelphia, Pennsylvania 19101

Dear Mr. Kenyon:

The Genesee/Finger Lakes Regional Planning Board has received your project submission as noted below for review under OMB Circular A-95 procedures:

GFL-75-109
Monroe County
General Mail Facility

Project Notification has been made to appropriate agencies for their review and comment. Should one of these agencies request a conference to discuss their concerns, one will be scheduled at the earliest date possible.

Formal consideration of this project by the Regional Planning Board is scheduled for the October 20 meeting. After this meeting, you will receive the comments of the Regional Planning Board and those received from referral agencies.

Sincerely,

Margaret Ely
Associate Planner
Planning Assistance

ME:jm

EXHIBIT 9 – Letter from Genesee-Finger Lakes Regional Planning Board (Margaret Ely) to U.S. Postal Service (J. F. Kenyon), dated 10-29-75.

October 29, 1975

Mr. John F. Kenyon, General Manager
Real Estate Division
United States Postal Service - Eastern Region
P.O. Box 8601
Philadelphia, Pennsylvania 19101

Re: General Mail Facility
Henrietta, New York

Dear Jack:

As you are aware, this agency has been conducting a belated A-95 review of the proposed General Mail Facility to be constructed in the Town of Henrietta. While we are aware of the project's status, we feel that several concerns remain outstanding. In our conversations of early October, we discussed these concerns and you had agreed to supply the following information:

a) a justification of the need for the building
b) a description of the site selection process
c) a report of the coordination which took place with the County of Monroe, City of Rochester and Town of Henriditta prior to project committment
d) the proposed disposition of the existing postal facility on Cumberland Street
e) a description of the service area
f) the construction schedule and site plan for the new facility

This information has not been received. It is requested that this information be supplied promptly. It is believed that this information will allay many of the expressed concern.

EXHIBIT 9 — Letter from Genesee-Finger Lakes Regional Planning Board (Margaret Ely) to U.S. Postal Service (J. F. Kenyon), dated 10-29-75.

In addition, we are disturbed by the Postal Service's apparent blatant disregard of Federally mandated reviews at the areawide and local levels. Not only should this proposal have been reviewed under Part II of Circular A-95, which requires coordination of direct Federal development projects, but also under environmental review procedures required by the National Environmental Policy Act of 1969, Section 102(c). We feel that had the Postal Service followed these procedures, many of the concerns that remain outstanding could have been resolved to the benefit of all parties.

Sincerely,

Margaret Ely
Associate Planner
Planning Assistance

ME:jm

EXHIBIT 11 – Memorandum from Town of Henrietta (Robert F. Oakes) to Genesee-Finger Lakes Regional Planning Board, dated 10-9-75.

GENESEE / FINGER LAKES REGIONAL PLANNING BOARD
Suite 500, Ebenezer Watts Building, 47 South Fitzhugh Street, Rochester, New York 14614
716-428-5640

ANNE E. AVERY, Chairman
PHILIP ROWLEY, First Vice Chairman
ARTHUR B. EDDY, Second Vice Chairman
HENRY W. WILLIAMS, JR., Treasurer
VIRGINIA T. DIEBOLT, Secretary

STUART O. DENSLOW, Executive Director

TO: Planning Assistance Division

FROM: Town of Henrietta

DATE: October 9, 1975

PROJECT: Comments/Concerns - Project GFL-75-109

The above project notification has been reviewed by our agency and the following comments are submitted as input to the A-95 process:

I. Review has identified the following concerns (list and discuss briefly)

1.

2. See enclosed document

3.

II. As a result of these concerns, an information meeting with the applicant is requested XXX Yes _____ No

III. The following comments are submitted in support of the project.

1. Would be welcome addition to the Town of Henrietta provided it was located in another area.

2.

3.

IV. We have no concerns/comments or further interest concerning this project

Submitted By Robert F. Oakes Agency Town of Henrietta Date 10/9/75

Robert F. Oakes, Supervisor

EXHIBIT 14 – Letter from U.S. Postal Service (D. S. Flemming) to Genesee-Finger Lakes Regional Planning Board, dated 8-6-75.

hold

UNITED STATES POSTAL SERVICE
EMPIRE DISTRICT
P.O. BOX 568
ROCHESTER, NEW YORK 14602

RECEIVED
AUG 07 1975
GFL REG.
PLANNING BD.

August 6, 1975

Margaret Ely
Associate Planner, Planning Assistance
Genesee/Finger Lakes Regional Planning Board
Suite 500, Ebenezer Watts Building
47 South Fitzhugh Street
Rochester, New York 14614

Dear Ms. Ely:

This will acknowledge receipt of your letter of August 5, 1975, concerning construction of a New General Mail Facility for the Rochester area. Your request will be given attention and you will hear further in the near future.

Very truly yours,

D. S. Flemming
District Manager
Empire District
Rochester, NY 14602

EXHIBIT 15 – Letter from U.S. Postal Service (J. F. Kenyon) to Genesee-Finger Lakes Regional Planning Board, dated 1-9-76.

Stu -
FYI and
PO file
Maggie
1/12

UNITED STATES POSTAL SERVICE
EASTERN REGION
P.O. BOX 8601
PHILADELPHIA, PENNSYLVANIA 19101

January 9, 1976

RECEIVED
JAN 12 1976
GFLR & LPB
PLANNING BD.

Mrs. Margaret Ely
Assistant Planner, Planning Assistance
Genessee/Finger Lakes Regional Planning Board
Suite 500, Ebenezer Watts Building
47 South Fitzhugh Street
Rochester, New York 14614

Dear Mrs. Ely:

This office has been asked to make further reply to your correspondence of December 23, 1975 addressed to the Postmaster General.

At this time the Postal Service by policy has been subject to the provisions of A-95 only on buildings in excess of 20,000 square feet. The matter of the Postal Service's participation in A-95 is under review, and it is suspected that future participation will be on a wider basis.

However, in consideration of your expressed interest in the Rochester Facility in the Town of Henrietta, this office is taking it upon itself to initiate action to answer questions posed in the aforementioned letter.

The Site Selection is handled at our Area Office in Bala Cynwyd, Pennsylvania. A copy of your letter is being forwarded to that office with instructions that they proceed to answer the questions that you have posed.

Sincerely,

J F Kenyon

J. F. Kenyon
General Manager
Real Estate Division

EXHIBIT 37 – City of Rochester Memorandum captioned "Potential Sites for New Post Office".

Potential Sites for New
Post Office

Attached is a chart summarizing seven potential sites within the City of Rochester for a new Central Post Office.

The City of Rochester is within the center of the postal service area and therefore appears to be a logical location for the Main Post Office. Approximately 54% of all the jobs in the Rochester Standard Metropolitan Statistical Area are situated within the City. The arterial road network of the region forms a radial system focusing on downtown Rochester. In addition, the City has a well-developed system of limited access highways that connect it with the larger metropolitan area and provide ready access to the Monroe County Airport which is close to the City on its Southwest side.

Within the City, the major employment centers are as follows:

a. The Central Business District with its unique concentration of office, commercial, professional and governmental activities accounting for approximately 8.6% of the jobs available within the region;

b. Along the main line of the Penn Central Railroad running east-west through the center of the City where major manufacturing businesses are established;

c. On open land on the City's far west side where major arterial improvements have opened up large sites for more recent industrial expansion;

d. Kodak Park in the northwest section of the City;

e. In various institutions, such as the University of Rochester, scattered throughout the City.

All of the sites chosen are readily accessible to these employment centers. They all are within minutes of the airport and each one has rail access, although only Sites 1, 2 and 7 have access to the main line of the railroad.

From the City's point of view, the preferred location would be near to the present location of the Main Post Office. This site is immediately adjacent to the Central Business District and has direct access to the main line of the Penn Central Railroad and the Inner Loop highway system which connects it to the airport. In this location, a new post office would be most convenient to the businesses of the region and to low income families who would find it a possible source of jobs. Locating the post office here would also

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EXHIBIT 37 — City of Rochester Memorandum captioned "Potential Sites for New Post Office".

help upgrade an area of severe deterioration and improve the northern access to the Central Business District.

A new central post office was recently built in eastern Buffalo. Although for the Rochester site the Post Office Department seems to be talking in terms of 30 acres, in Buffalo only 25 acres were used. Of this, the actual buildings themselves used up only 7.3 acres. The Buffalo Post Office, along with the Cleveland and Chicago Post Offices, is a major sorting and distributing center for this area of the country. The new buildings are all on one level and became necessary because the old post office could not handle the new machinery required. The old post office, which was built before the turn of the century, still remains, but it had no direct railroad access and was 12 miles from the airport. The new post office complex is contiguous with a main railroad freight terminal in Buffalo and is within 6 miles of the airport. In this respect, the present Rochester Post Office location would seem to be advantageous since it is directly connected with the main line of the Penn Central Railroad and is only 5 miles away from the airport which can be reached by limited access highways.

It should be noted that the federal Equal Employment Opportunity Act administered by the Commission of the same name requires that no federal facility may be located where there are not ample opportunities for low income housing. Apparently there have been recent Court cases on this in Maryland and on Long Island. Since most of the housing for low income families is being built in the City, Rochester may be the only eligible location for a new post office in this region. However, this requires further investigation as to the particulars.

EXHIBIT 37 — City of Rochester Memorandum captioned "Potential Sites for New Post Office".

Potential Sites for New Post Office

Site	1	2	3	4
Location	Within general area bounded on the north and west by the main line of the Penn Central R.R., on the South by the Inner Loop, and on the east by Hudson Avenue	1185-1223 Main Street East on south side of Main St. just east of Palmer St.	Bounded on the north by Electric Ave., on the west by Mt. Read Blvd., on the south by Driving Park Ave., and on the east by Lagrange Ave., and the B. & O R.R.	Bounded on the north by Glenwood Ave., on the west by Norman St., on the south by Emerson St., and on the east by the New York Central R.R.
Acres	30 Acres	9.1 Acres	30 Acres available out of total site of approximately 66.7 Acres	9.7 Acres
Description	Mixed uses; most structures are substandard. Existing Main Post Office could be extended or completely replaced. Centrally located within metropolitan region. Direct access by expressway to airport. Access to main line of Penn-Central Railroad.	Commercial & Industrial Use at present; site comprised by two principle contiguous uses - Former Beechnut Plant & Former Atlantic Department Store	Vacant land; surrounded by Industrial and Residential Uses; Sewers unacceptable for residential use; Further investigation necessary for industrial use.	Industrial use. Former Standard Brewery Site.
Estimate of Acquisition Cost for Cleared Land	$130,00 /Acre	$100,000 /Acre	$20,000 /Acre	$90,000 /Acre

EXHIBIT 37 — City of Rochester Memorandum captioned "Potential Sites for New Post Office".

Potential Sites for New Post Office

Site	5	6	7
Location	Bounded on the north and west by the City Line, on the south by the Penn Central R.R., and on the east by the rear lot line of the properties fronting on Polaris Street.	Generally north and south along Lyell Avenue between the City Line and Mt. Read Boulevard.	Bounded on the north by Handy St., on the west by the rear line of the rear line of the properties fronting on Independence St., on the South by Buffalo Rd., and on the west by Sherer St. Former site of American Laundry Machine Company
Acres	30 acres within 225 acre Industrial Park.	30 acres within 141.4 acre proposed Genesee Gateway Renewal Area	14 acres; floor area of existing vacant building is 500,000 sq. ft.
Description	Industrial; Vacant; Much of area on former landfill; All utilities available.	Scattered houses among vacant land & substandard local streets.	Industrial Use.
Estimate of Acquisition Cost	$18,000 /Acre	$14,000 /Acre	$21,000 /Acre

EXHIBIT 39 – Letter from City of Rochester (Thomas T. Ryan, Jr., Mayor) to U.S. Postal Service (Robert E. Isaacs), dated 5-6-74.

Post Office file

City of Rochester NEW YORK

MAYOR THOMAS P. RYAN, JR.
34 CITY HALL
ROCHESTER, NEW YORK 14614
(716) 454-4000 Ext. 108

May 6, 1974

Mr. Robert E. Isaacs
Assistant Postmaster General
L'Enfant Plaza West
Washington, D.C. 20260

Dear Mr. Isaacs:

I am writing to express the concern of the City about the possibility of the Main Post Office being removed from Rochester. With substantial public and private support and investment, the City has undertaken a sustained effort to improve its Central Business District, upgrade its housing stock, and strengthen its industrial base. Though only 48th in size of population, Rochester has the 13th largest renewal program, and is also carrying out major improvements financed locally. An important goal is to increase the supply of available jobs, expecially those which would be convenient to low income families. Removal of the Main Post Office would undermine this effort, and in addition would represent a blow to our redevelopment program.

Rochester has an excellent highway system connecting its Central Districts with all parts of its metropolitan area; in addition, the airport is only minutes away. As I understand it, the principal obstacle to a center city location is the desire of the postal service to have about 35 acres for its new facilities. Naturally, a parcel of this size within the center city is not a practical possibility, and from a financial point of view, it would not be desirable to the City to remove this amount of land from the local tax rolls. However, the City urges that the Post Office give serious consideration to a cleared parcel 15 acres in size within our Upper Falls Renewal Area, several block north of the Main Post Office. The site is adjacent to an industrial district along St. Paul Street, and is not far from the Inner Loop expressway system. I realize that reducing the parcel to this size may not represent the optimum situation for the postal service, but request that you consider this seriously in the interests of the City.

Yours truly,

Thomas P. Ryan, Jr.
Mayor

cc: E. Freedman
J. Stainton

EXHIBIT 40 – Letter from Rochester Planning Commission to U.S. Postal Service (William E. Finn), dated 7-19-74.

City Planning
Rochester, New York 14614
Telephone
232-1100

July 19, 1974

Mr. William Finn, Postmaster, Rochester
216 Cumberland Street
Rochester, New York 14605

Dear Mr. Finn:

At the present time the City Planning Commission is reviewing the impact on the community of the proposed Post Office relocation. The Commission has asked the Bureau of Planning to prepare a staff report and recommendation in this regard. In view of the significance of any such relocation on the Metropolitan Rochester area, I have also asked, as a member of the Monroe County Planning Board, that the Department of Planning of the County of Monroe review this matter.

While it is my understanding that representatives of the City have been in consultation with representatives of the Postal Service, it is only recently that this matter has received any attention from a planning perspective. Therefore, I am sure that you will understand my concern when I note news stories in the local newspapers which could easily lead one to assume that the relocation is a matter of fait accompli. It is my understanding that there are compelling arguments which can be made to justify expansion of your facilities at the present site in such a way as to meet the up-to-date needs of the Postal Service. In my judgment, any relocation should not be seriously considered until all of the ramifications have been studied. These relate not only to speedy mail delivery, but also the impact on neighborhoods near the present Main Post Office, business and industry, and the impact any such relocation would have on the long range concept of the City of Rochester continuing as the hub of the Genesee/Finger Lakes Region.

It seems to me that the long range implications of relocation of the Main Post Office make it essential that planning be permitted on a broader basis than just within the Postal Service. As a matter of policy, the government-related activity of the Postal Service should coordinate any significant change with those responsible for planning in the various areas in the affected communities. As Chairman of the City Planning Commission and as a member of the Monroe County Planning Board, it appears to me that the proposed relocation has not been the subject of adequate consultation and

Ex 2

ROCHESTER CITY PLANNING COMMISSION/BUREAU OF PLANNING

EXHIBIT 40 — Letter from Rochester Planning Commission to U.S. Postal Service (William E. Finn), dated 7-19-74.

[illegible]
[illegible]
Rochester, New York 14614
Telephone: [illegible]
232-1100

coordination. It is my hope that this will be remedied in the near future before the Postal Service is in any way committed to relocation of the Main Post Office.

Very truly yours,

Nathan J. [illegible]
Chairman

NJR:pl

cc: Elmer T. Klassen, Postmaster General, Washington
Robert E. Isaacs, United States Postal Service
Senator Jacob K. Javits
Senator James L. Buckley
Representative Frank Horton
Representative Barber Conable
Mayor Thomas P. Ryan, Jr.
Elisha C. Freedman, City Manager
Lucien Morin, County Manager
Ann B. Taylor, Director-Bureau of Planning
William T. Uptegrove, Director of Department of Planning
Stuart Denslow, Genesee Finger Lakes Regional Planning Board
Members of the Rochester City Planning Commission

EXHIBIT 47 – Letter from City of Rochester (Thomas T. Ryan, Jr., Mayor) to U.S. Postal Service (Robert E. Isaacs), dated 6-19-74.

6/21/74

June 19, 1974

Mr. Robert E. Isaacs
Assistant Postmaster General
Real Estate and Buildings Department
Main Post Office
Rochester, New York 14601

Dear Mr. Isaacs:

I am in receipt of your recent letter indicating that a 15-acre site in the City would not be of sufficient size to accommodate the proposed new main postal facility.

The City regrets that this is so and is particularly concerned about what will happen to the existing Main Post Office building. Another vacant building will act as a blighting influence on nearby areas and I urge you to do everything possible to secure an appropriate tenant as soon as possible when and if you decide to move.

I also request that you keep me informed about the status of the existing building so that the City can have the latest information in preparing plans and programs for the area.

Sincerely,

Thomas P. Ryan, Jr.
Mayor

RPR:kda

EXHIBIT 48 – Memorandum of U.S. Postal Service (Maurice Lustig) regarding Site survey, dated 5-16-73.

Rochester, New York - PMP

Chief, Engineering Division
ATT: Postal Projects Management Branch

Milford C. Beers
Realty Specialist
Syracuse, New York 13201

May 16, 1973

Enclosed is copy of OCE Directive (DAEN-REZ-C) dated 12 February 1973 relative to requirement for subject report; enclosed, also is copy of draft of Site Selection Team Findings and Recommendations.

Your assistance is requested in providing information relative to engineering and construction data as set forth in the OCE Directive. Your assistance is also requested in providing additional information that will permit more accurate description in our report concerning the following sites:

Recommended Site:

Alternate Sites: etc. #1, #2, and #3

A. Site Utilization Plan

Evaluate the physical adaptability of the site or sites relative to the standard postal building plan indicated or note changes necessary in land size or plan layout to accomplish practical utilization of site.

B. Surface Conditions

Estimate cut or fill volume necessary to utilize site, and whether site is subject to flooding or located in a flood plain.

C. Sub-Surface Conditions

Describe conditions and impact on site when information is discernable from existing surveys or engineering reports.

D. Availability of Utilities

Indicate availability, size, quantity, etc. (if available of public utilities in the vicinity of the site to include water mains, non-interruption gas service, electrical distribution, sanitary sewers and storm drains

EXHIBIT 48 — Memorandum of U.S. Postal Service (Maurice Lustig) regarding Site survey, dated 5-16-73.

B. Site Preparation Costs

Estimates for all necessary grading, leveling, fill cleaning and/or removal of rocks or other matter from the site, relocation of utilities and other site preparation activity, including piles. If the recommended site is subject to flooding or is located in a flood plain, please furnish cost of flood proofing.

Request you develop an Environmental Impact Statement for the proposed postal facility at the above noted location.

Inasmuch as this Division must complete final preparation of its report by May 25, 1973, your cooperation is earnestly solicited in providing the requested information sufficiently in advance of that date to permit its incorporation in the report.

Funds are available under No. KIH 001 1010 100

Maurice Lustig
Chief, Real Estate Division

EXHIBIT 48 — Memorandum of U.S. Postal Service (Maurice Lustig) regarding Site survey, dated 5-16-73.

Rochester, New York - PMF

Location of Proposed Sites

Recommended Site:

S/S Buffalo Road, bounded on the west by Route 490 (Western Expressway), east by Pixley Road and north by Buffalo Road (Route 33). Containing approximately (57 acres).

Alternate Sites:

#1 - W/S Winton Road South, bounded on the east by Winton Road South and south by proposed extension of (Route 47) outer loop. Containing approximately (38 acres).

#2 - S/S Jefferson Road, bounded on the north by Jefferson Road, east by Saginaw Road. Containing approximately (44 acres).

#3 - (Parcel E and Parcel D) S/S Lexington Avenue between Lee Road and Fisher Street, bounded north by Lexington Avenue, east by Fisher Road, west by Lee Road and south by Emerson Street.
(2) Parcels (Block E - approximately 56 acres)
(Block D - approximately 58 acres)

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EXHIBIT 49 – Amendment to agreement between U.S. Postal Service and The Cannon Partnership, dated 7-22-74.

U.S. POSTAL SERVICE

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

PAGE 1 OF 1

1. AMENDMENT MODIFICATION NO	2. EFFECTIVE DATE	3. REQUISITION PURCHASE REQUEST NO	4. PROJECT NO. (If applicable)
001	July 22, 1974		

5. ISSUED BY
Construction Management Division
Real Estate and Buildings Department
Washington, D. C. 20260

6. ADMINISTERED BY (If other than block 5)

7. CONTRACTOR NAME AND ADDRESS (Street, city, county, state, and ZIP Code)
The Cannon Partnership
2170 White Haven Road
Grand Island, New York 14072

8.
☐ AMENDMENT OF SOLICITATION NO. _____
DATED _____ (See block 9)
☐ MODIFICATION OF CONTRACT/ORDER NO. 10-9450-74-R-0-006
DATED 5-24-74 (See block 11)

9. THIS BLOCK APPLIES ONLY TO AMENDMENTS OF SOLICITATIONS
☐ The above numbered solicitation is amended as set forth in block 12. The hour and date specified for receipt of Offers ☐ is extended, ☐ is not extended.
Offerors must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation, or as amended, by one of the following methods:
(a) By signing and returning ___ copies of this amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE ISSUING OFFICE PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If, by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided such telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

10. ACCOUNTING AND APPROPRIATION DATA (If required)

11. THIS BLOCK APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS
(a) ☐ This Change Order is issued pursuant to Article 3 changes clause
The Changes set forth in block 12 are made to the above numbered contract/order.
(b) ☐ The above numbered contract/order is modified to reflect the administrative changes (such as changes in paying office, appropriation data, etc.) set forth in block 12.
(c) ☐ This Supplemental Agreement is entered into pursuant to authority of _____
It modifies the above numbered contract as set forth in block 12.

12. DESCRIPTION OF AMENDMENT/MODIFICATION

Provide an environmental impact assessment in accordance with Appendix A, Procedure For Environmental Impact Assessment dated June 1974 with scope as prescribed in figure A-03, Environmental Assessment, attached thereto, An Environmental Assessment is required by Public 91-190.

As a result of this modification the contract amount is increased $3,500.00 resulting in a revised contract amount of $779,686. The time for the completion of the design services is not changed.

Except as provided herein, all terms and conditions of the document referenced in block 8 as heretofore changed, remain unchanged and in full force and effect.

13. ☐ CONTRACTOR/OFFEROR IS NOT REQUIRED TO SIGN THIS DOCUMENT ☒ CONTRACTOR/OFFEROR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN 5 COPIES TO ISSUING OFFICE

14. NAME OF CONTRACTOR/OFFEROR		17. UNITED STATES POSTAL SERVICE	
BY The Cannon Partnership Franz S. Veit (Signature of person authorized to sign)		BY Samuel Willner (Signature of Contracting Officer)	
15. NAME AND TITLE OF SIGNER (Type or print)	16. DATE SIGNED	18. NAME OF CONTRACTING OFFICER (Type or print)	19. DATE SIGNED
Franz S. Veit, Partner	7/15/74	SAMUEL WILLNER for E. M. Tamulevich	7/22/74

PS Form 7330
July 1971

☆ U.S. GOVERNMENT PRINTING OFFICE: 1972–724-030/46 3-1

EXHIBIT 50 – Letter from The Cannon Partnership to U.S. Postal Service, dated 6-17-74.

THE CANNON PARTNERSHIP
ARCHITECTS AND ENGINEERS
NIAGARA FALLS BUFFALO
Reply to 2170 WHITEHAVEN ROAD GRAND ISLAND NEW YORK 14072

June 17, 1974

Mr. William F. Usher, Construction Manager
Eastern Region, Construction Management Division
Office of Administration and Program Management
Real Estate and Building Department
475 L'Efant Plaza
Washington, D.C. 20260

RE: U.S.P.S., Rochester, New York
TCP Project No: 1541 A

Dear Mr. Usher:

At the request of the Postal Service, we are herewith submitting a proposal to provide an environmental impact assessment for the above project. The assessment would be prepared in accordance with Appendix "A", Procedure for Environmental Impact Assessment dated June 1974, as provided by the U.S.P.S. and would be undertaken concurrently with our planning for the facility.

It is our understanding that the purpose of the assessment is to determine whether or not an environmental impact statement would be required for the project. The assessment will be reviewed in-house only by the Postal Service.

Kindly advise as to your acceptance or any comments you may have relative to this proposal at your earliest convenience.

Very truly yours,

David E. Eberl

David E. Eberl
Project Manager

DEE:mw
Enc.
CC: Mr. Franz S. Veit

EXHIBIT 50 — Letter from The Cannon Partnership to U.S. Postal Service, dated 6-17-74.

PROFESSIONAL SERVICES ESTIMATE WORK SHEET

PROJECT: G.M.F. U.S. Postal Facility
Environmental Impact Assessment

PROJECT NO: 9280-0203

TCP PROJECT NO: 1541 A

LOCATION: Rochester, New York

FIRM: The Cannon Partnership
2170 Whitehaven Road
Grand Island, New York 14072

SUMMARY:

Total Direct Labor	$ 4,388.31
Overhead on Direct Labor 110%	$ 4,827.14
Travel and Telephone	$ 700.00
Reproduction	$ 200.00
Consultants	$ 5,000.00
Total A-E Cost	$ 15,115.45
Profit 10%	$ 1,511.00
Total A-E Fee	$ 16,626.45

EXHIBIT 50 — Letter from The Cannon Partnership to U.S. Postal Service, dated 6-17-74.

TOTAL DIRECT LABOR:

Project Management and Coordination					
Partners	20	MH @	13.20	= $	264.00
Architectural					
Project Manager	48	MH @	12.22	= $	586.56
Landscape Architects	60	MH @	9.14	= $	548.40
Technicians	163	MH @	6.22	= $	1,013.86
Civil Engineer					
Engineer	15	MH @	10.73	= $	160.95
Technicians	25	MH @	6.60	= $	165.00
Mechanical Engineer					
Engineer	48	MH @	12.01	= $	576.48
Technicians	92	MH @	6.19	= $	569.48
Electrical Engineer					
Design Engineer	24	MH @	12.01	= $	288.24
Technicians	37	MH @	5.82	= $	215.34
				$	4,388.31

CONSULTANTS:

Expert Consultation for the following categories:

a) Ecology
b) Noise
c) Geology
d) Traffic
e) Sociology

$ 5,000.00

EXHIBIT 51 – Letter from The Cannon Partnership to U.S. Postal Service, dated 6-25-74.

716
773
6800

THE CANNON PARTNERSHIP
ARCHITECTS AND ENGINEERS
NIAGARA FALLS BUFFALO

Reply to 2170 WHITEHAVEN ROAD GRAND ISLAND NEW YORK 1407.

June 25, 1974

Mr. William F. Usher, Construction Manager
Eastern Region, Construction Management Division
Office of Administration & Program Management
Real Estate and Building Department
475 L'Efant Plaza
Washington, D.C. 20260

RE: U.S.P.S., Rochester, New York
Project No: 9280-0203
TCP Project No: 1541 A

Dear Mr. Usher:

At your request, we are herewith submitting a revised Proposal to provide environmental impact assessment for the above project. The assessment would be prepared in accordance with Appendix "A", Procedure for Environmental Impact Assessment dated June, 1974, as provided by the U.S.P.S. and would be limited in scope as described in Figure A-03, Environmental Assessment.

As indicated in Figure A-03, this Proposal would include the following:

1. A description of the proposed site at the intersection of Jefferson and Saginaw Roads in the Town of Henrietta.

2. A description of the environmental characteristics of the site including geological elements, climate, topography, air and water quality, flora and fauna, zoological elements and a statement of land use, population density and trends, regional development, transportation systems and utilities as may be available from appropriate Town of Henrietta agencies.

3. A description of the proposed action and its affect on air quality, water quality, land use, noise, visual aesthetics, traffic, waste disposal, wild life and vegetation.

EXHIBIT 51 — Letter from The Cannon Partnership to U.S. Postal Service, dated 6-25-74.

4. A description of various alternatives as they relate to the above, but not including the alternative of no action. Whether or not a new postal facility is constructed in the Rochester area in our opinion can only be answered by the Postal Service.

5. Conclusion.

The assessment will be undertaken concurrent with our planning for the new facility.

Kindly advise as to your acceptance or any comments you may have relative to this proposal at your earliest convenience.

Very truly yours,

David E. Eberl

David E. Eberl
Project Manager

DEE:mw
Enc.
CC: Mr. Franz S. Veit

EXHIBIT 51 — Letter from The Cannon Partnership to U.S. Postal Service, dated 6-25-74.

PROFESSIONAL SERVICES ESTIMATE WORK SHEET

PROJECT: G.M.F. U.S. Postal Facility
Environmental Impact Assessment

PROJECT NO: 9280-0203

TCP PROJECT NO: 1541 A

LOCATION: Rochester, New York

FIRM: The Cannon Partnership
2170 Whitehaven Road
Grand Island, New York 14072

SUMMARY:

Total Direct Labor	$ 1,414.00
Overhead on Direct Labor 110%	$ 1,556.00
Travel, Telephone and Reproduction	$ 230.00
Consultants	$ 5,000.00 ERROR
Total A/E Cost	$ 3,200.00
Profit 10%	$ 300.00
Total A/E Fee	$ 3,500.00

EXHIBIT 51 — Letter from The Cannon Partnership to U.S. Postal Service, dated 6-25-74.

TOTAL DIRECT LABOR:

Project Management and Coordination					
Partners	20	MH @	13.20	= $	240.00
Architectural					
Project Manager	20	MH @	12.22	= $	244.40
Landscape Architects	18	MH @	9.14	= $	164.52
Technicians	65	MH @	6.22	= $	404.30
Mechanical Engineer					
Engineer	30	MH @	12.01	= $	360.30
TOTAL				$	1,413.52

EXHIBIT 52 – Memorandum of U.S. Postal Service (William E. Finn) regarding contact with Monroe County Planning Board, dated 9-23-75.

PM:WEF:rp

September 23, 1975

Monroe County Planning Board

66

Memorandum

Wednesday, September 10, 1975

At 3 p.m. Mr. Donald Martin called this office and requested that I attend a meeting scheduled for Wednesday, September 17, 1975 at 11:30 a.m. in the Monroe County Office Building, Room 306.

Thursday;, September 11, 1975

Returned from Postal Forum. Unable to contact Mr. Martin and requested him to call back.

Friday, September 12, 1975

Have been in discussion with Mr. Hoobing, Eastern Region and Mr. Chapp, Program Manager, and Mr. Flemming, District Manager, in regard to the advisability of attending this meeting. On the one hand it would dignify this group and on the other hand we would not want to be accused of not responding to their request for information. Decision was finally made to attend the meeting. However, I could not attend the meeting of Wednesday, September 17 since a group of engineers were coming up in regard to the Management Standards. Contacted Mr. Martin; told him that we would be glad to be at his meeting, however the notice was very short and I had other commitments. It was requested of him if a subcommittee meeting was formed or another date was set, we would do everything we could to attend. He advised me that he realized the time was short and he would so advise the Monroe County Planning Board.

Tuesday, September 23, 1975

As I had not heard from Mr. Martin if another meeting date had been set, he was contacted on this date. He advised me that the Monroe County Planning Board would work with the City Planning Board and

EXHIBIT 52 — Memorandum of U.S. Postal Service (William E. Finn) regarding contact with Monroe County Planning Board, dated 9-23-75.

no meeting had been set at this time. In essence, he said they were waiting for some direction from the City Planning Board. Mr. Chapp was so advised and he instructed me from now on to keep minutes of my association with this group.

William E. Finn
Postmaster
Rochester, New York 14603

EXHIBIT 53 – U.S. Postal Service Memorandum from William E. Finn to Joseph P. Mikelonis regarding Rochester main post office, dated 11-9-70.

November 9, 1970

ED:WEF:mn

4

Main Post Office Facility

Mr. Joseph P. Mikelonis
Manager, Vehicle Maintenance Section
Post Office Department
New York, New York 10098

This is in reference to your telephone inquiry of Thursday, November 5, 1970 referring to the possibility of Rochester having a new GPO facility built in the near future.

During the past year, no reference has been made from any source as to the imminence of receiving a new post office facility. In answer to your question as to whether a finance or carrier station would be maintained here, it is conceivable that there would be a small finance station and approximately 50 carriers left at this point if the main facility were to move to a new location.

William E. Finn
Officer in Charge
Rochester, New York 14603

EXHIBIT 53 — U.S. Postal Service Memorandum from William E. Finn to Joseph P. Mikelonis regarding Rochester main post office, dated 11-9-70.

November 9, 1970

ED:WEF:mn

Main Post Office Facility

Mr. Joseph P. Mikelonis
Manager, Vehicle Maintenance Section
Post Office Department
New York, New York 10018

This is in reference to your telephone inquiry of Thursday, November 5, 1970 referring to the possibility of Rochester having a new GPO facility built in the near future.

During the past year, no reference has been made from any source as to the imminence of receiving a new post office facility. In answer to your question as to whether a finance or carrier station would be maintained here, it is conceivable that there would be a small finance station and approximately 50 carriers left at this point if the main facility were to move to a new location.

William E. Finn
Officer in Charge
Rochester, New York 14603

EXHIBIT 53 — U.S. Postal Service Memorandum from William E. Finn to Joseph P. Mikelonis regarding Rochester main post office, dated 11-9-70.

BEST COPY AVAILABLE

EXHIBIT 54 – Genesee-Finger Lakes Regional Planning Board Draft Regional Development Plan, dated December, 1973.

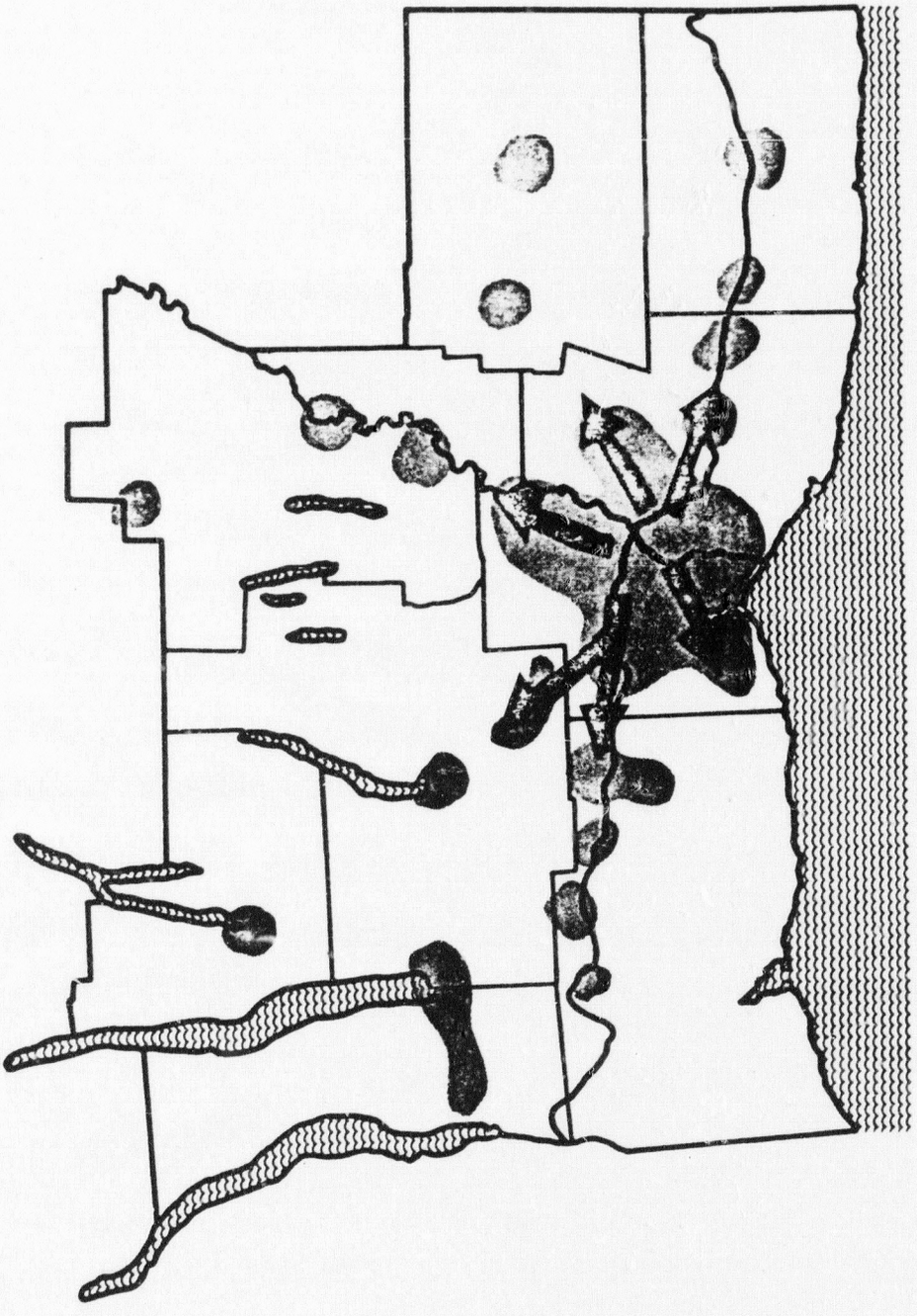

Figure 1
Regional Plan Concept

Source: GFLRPB, 1975

EXHIBIT 54 — Genesee-Finger Lakes Regional Planning Board Draft Regional Development Plan, dated December, 1973.

City of Rochester

The City of Rochester is the third largest city in New York State. As a result of its pre-eminent and long-standing position as a major center of industrial activity, Rochester has stimulated the emergence of an inter-dependent and relatively affluent metropolitan region. Although the Bureau of the Census defines the Rochester SMSA as a five-county area, Rochester's influence is felt directly throughout all of the region's eight counties.

The growth and development of Rochester based corporations has brought national and even international recognition to the area. The physical, human and technological resources to manufacture and distribute goods produced locally have contributed to a generally prosperous regional economy. In addition, the community's tradition of supporting a wide range of cultural facilities and service programs has enhanced individual opportunities for personal development.

Despite the many beneficial aspects of the "economic boom" which the Rochester community experienced during much of the 1960's, these gains did not come without many severe problems. While most areas of the region could point to specific improvements, the City of Rochester—the metropolitan center—experienced problems of substantial importance. For example, a major expressway network was constructed to improve traffic flow as well as Rochester's position relative to the national marketplace. Although providing many benefits, this system has had such secondary impacts as disrupting established neighborhoods and increasing personal mobility, both of which stimulated the out-migration of people, business and industry to suburban locations. The regional transportation system continues to exert a major influence on the city's economy, its fiscal stability, neighborhood and residential environment and social composition.

In 1950, Rochester's population exceeded 330,000. In 1970, the Census reported a total city population of 296,000. Indications are that this declining trend has continued over the last five years. Compounding this problem is the fact over this period there has been a major shift in the social and economic character of the city's population. There is evidence that there has been an increase in the proportion of the city's population which is poor, and/or otherwise disadvantaged. The severity of this change surfaced in the riots of 1964 and subsequent increases in the incidence of crime and delinquent behavior.

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Rochester provides regional residents with many unique opportunities. Due to its size and concentration of people, the city has the capacity to support many cultural functions and institutional activities which benefit the larger community. For example, the city houses several "one-of-a-kind" uses which serve the entire metropolitan area including: the Museum of Arts and Science; the Strasenburgh Planetarium and the Eastman Theatre. Further, Rochester provides an increased level of city services which accommodates people who work in the city but reside outside its corporate limits. Public safety, street maintenance and trash collection and disposal are examples of services which benefit out-of-city residents, but which are almost exclusively paid for by local property taxes. The city's ability to continue to effectively provide for these needs has become impaired in recent years. Although there are several factors which contribute to the problem, of major significance is the fact that the city's property tax base has not increased sufficiently to keep pace with the rising costs of living. As a result of these trends and the recent Hurd decision, the city's fiscal problems have intensified to the point where a major crisis may be imminent.

The regional plan presents a general concept for the future.

EXHIBIT 54 — Genesee-Finger Lakes Regional Planning Board Draft Regional Development Plan, dated December, 1973.

The realization of the objectives of the plan is dependent upon its acceptance by the regional community. It is apparent that the problems which confront Rochester will not be solved by any actions the city can take unilaterally. Successful plan implementation demands that area governments—city, town, village, county and state—work together effectively for the region's mutual benefit. Unless such a process is carried out, work will continue at cross purposes, mitigating the benefit of any planning effort.

As the economic and governmental hub of the entire region, the health and vitality of Rochester is important to the entire area. A concerted effort on the part of local, county, regional and state officials, industrialists, local financial institutions, the media, citizen organizations and interested individuals is needed if recent population, economic and fiscal trends are to be reversed and a dynamic central city achieved. This is one of the most significant objectives of the regional plan and the basis for many recommendations and policy actions.

Community Development

The regional community development plan is designed to encourage a compact, functional and liveable urban environment. The plan strongly recommends that public policies be directed to insure the health and well-being of the region's cities and villages. In order to accomplish this objective, it is essential for the City of Rochester to attract a significant share of anticipated regional population and economic growth. Activities and programs which support this concept need to be pursued. At the same time policies which limit the dispersion of urbanization to heretofore open or rural areas must be implemented.

The regional plan projects a total Monroe County population of approximately 970,000 by the year 2000. In order to enhance Rochester's position as the dominant regional center it is recommended that the city's population comprise about one-third of the total population of the county. This will require the city to attract about 20 percent of the total growth allocated to the county during this period. Although growth will "pump" new life into the city, the preservation of existing neighborhoods and community resources is a stabilizing influence and a critical priority.

The principal community development recommendation affecting the City of Rochester is as follows:

- Public and private actions should be coordinated and directed toward improving the vitality of Rochester and creating a strong metropolitan center.

The following recommendations are proposed to complement the basic objective stated above:

GENERAL

- Plans and programs should be developed to increase the attractiveness of the city as a place to live, work and shop. This should include the provision of viable business, industrial, cultural, and recreational facilities, but most importantly, a variety of attractive residential environments.
- Region-serving and/or one of a kind uses such as the central post office should be discouraged from relocating outside the city. The fiscal responsibility for supporting such uses should be shared by the entire regional community.
- Neighborhood organizations should play a major role in determining community development objectives,

Comments

tween Webster and downtown Rochester. A second location for new residential development is suggested in the northern portion of the town in the vicinity of Five Mile Road. This area has become urbanized in the past decade or so and future development at medium densities is designed to fill in open areas within the established development framework. Based upon the same general principle, a third area which is north of the Irondequoit Bay Bridge near Bay Road has been designated.

Development throughout the remaining area is proposed at low-to-medium densities. It is recommended that controls be enacted to concentrate such development in clusters at points of good access, where services are readily available and the land is particularly suitable for urban development.

No major development is proposed along the Lake Ontario Shoreline, and it is strongly recommended that the ecologically sensitive slopes leading to Irondequoit Bay be preserved in their natural state. Public access to these unique natural resource areas should be improved and a program to acquire critical areas along the shore should have the highest priority.

Commercial expansion in the Town of Webster should be oriented toward improving the level and variety of services available within the Village. Although new commercial growth may be warranted to serve the projected population expansion of Webster, major new commercial activities should be limited. Expansion of facilities and services at or adjacent to existing sites may be the most effective method of serving the town's future commercial requirements. Industrial growth projected within Webster primarily reflects current expansion plans of Xerox. In addition, the plan suggests that actions be taken to improve available employment opportunities within the Village to insure its future viability as a subregional center.

Central

This sector includes the City of Rochester, the Town of Irondequoit and the area of Brighton north of the Outer Loop. This area is the core area of the Genesee/Finger Lakes Region and comprises a major share of the region's shopping, employment, institutional, and cultural resources. By virtue of its size and concentration of population, this sector contains many region-serving facilities and activities which cannot realistically be provided anywhere else within the eight-county area. As the economic and governmental center of the region, the health and vitality of the sector is important to the entire area.

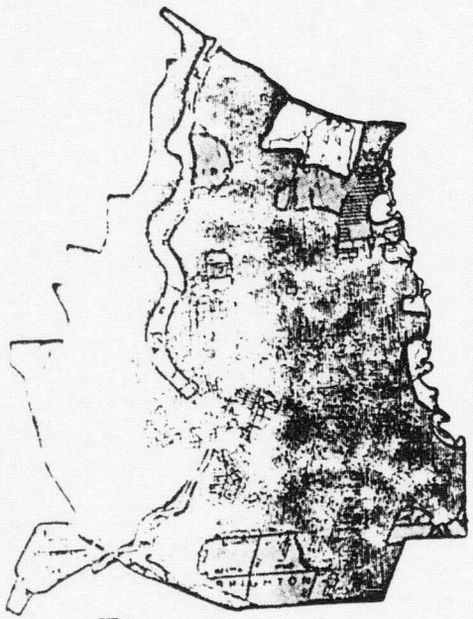
During the past two decades, the total population of this sector has remained at about the same level. Although as the population of the City of Rochester declined by approximately 36,000 persons between 1950 and 1970, this loss was offset by increases in neighboring Brighton and Irondequoit. More important than total population is the fact that the social and economic character of the city's population changed substantially during this period. This transition was the result of the migration of a significant portion of the city's affluent (mostly white) population to the

EXHIBIT 54 — Genesee-Finger Lakes Regional Planning Board Draft Regional Development Plan, dated December, 1973.

suburbs and the influx of relatively poor, undereducated, and unskilled blacks and persons of Spanish-speaking minority groups. As described in Chapter 2, this shift has created a number of significant challenges for the city and adjoining areas.

One of the more important goals of the regional plan is to enhance the position of this sector and the city as the dominant regional center. In order to accomplish this objective it is essential to make the area attractive for the variety of functions it is intended to serve. This must include not only viable business, industrial, and cultural facilities, but most importantly, the area and the city, in particular, must contain a variety of residential neighborhoods which provide habitable living environments for all segments of the population. Plans and programs must be developed to increase the attractiveness of the city as a place to live. In addition public investment programs designed to stimulate new residential construction in the city to provide housing for all persons, regardless of age, income or family, should be carried out. Complementing this set of policies are such actions which provide suitable housing for low- and moderate-income families near major employment centers in the suburban areas of the region.

Central Monroe County Urban Development — Figure 51



The regional plan has been designed to accommodate a total population of approximately 440,000 persons in this sector. This represents an increase of 55,600 people, or 14.4 percent over the existing population. While such growth will require substantial public and private investments, growth by itself will not reverse the trend which the area has experienced. Although growth is important to "pump" new life into the area, the need to maintain existing neighborhoods and community resources is critical and must not be underestimated.

Unless the city's attractiveness as a place of residency is increased, it is inevitable that its ability to retain its position as a center of regional activities will diminish. As such activities are either terminated or relocated in a random pattern throughout the region, the entire Rochester community will suffer. Not only will it become increasingly expensive and inconvenient to utilize such services, a substantial loss of community identity will be experienced.

High-density development is the primary form of new residential construction proposed for the central sector. It is recommended that approximately 60 percent of the new housing in this sector be built at densities of 15 dwelling units or more per acre including a substantial portion in excess of 30 dwelling units per acre. In designating areas for high-density housing, it is extremely important to consider such factors as physical suitability, the neighborhood character, the ability of an area to absorb major new development, and the level of transportation services, including access to employment, shopping, recreation, and other community facilities. Although the regional plan suggests a number of general locations for high-density housing, specific sites have not been identified. This remains the responsibility of local governmental officials. Areas which seem to be attractive and capable of supporting such housing in the city are those adjoining the downtown area of Rochester including the Southeast Loop area, the Mount Hope-South Avenue area, the area along Lake Avenue from Lyell Avenue to Ridge Road, and the Ridge Road-Dewey Avenue area. Several of these sites would be within convenient walking distance of proposed stations serving the Charlotte to Henrietta transit facility. In Brighton, potentially attractive locations may be found in the Clinton Avenue area near Elmwood Avenue and in the western part of the town

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EXHIBIT 54 – Genesee-Finger Lakes Regional Planning Board Draft Regional Development Plan, dated December, 1973.

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near the University of Rochester and in the Westfall Road-Allens Creek area. Although the potential for such housing is more limited in Irondequoit, possible sites may be located in the Ridge-Culver area.

Only limited amounts of low- to medium-density housing are recommended in this sector. The majority of this development is suggested in the Town of Irondequoit in the Kings Highway area and in the western portion of the town between Saint Paul Boulevard and the Genesee River. Additional clusters of low- to medium-density housing are recommended in several areas of Brighton, notably near the Winton Road interchange with the Outer Loop, and an area between Westfall Road and the Outer Loop in the vicinity of Clinton Avenue. No significant amount of low- and medium-density housing is proposed within the city.

New commercial and industrial development within this sector has been designed to bolster and support existing investments. This policy should be complemented by actions to limit major commercial growth in the suburban areas of the county in order to further enhance the city's position as the dominant commercial center. Suggested locations for significant new commercial and office developments in this sector include the downtown area of Rochester, Lake Avenue, and the Ridge-Culver area in Irondequoit. Although additional retail and business areas will be needed to serve this sector in the future, these facilities should be geared to serving the needs of individual neighborhoods and as such, locations should be locally defined. Major industrial growth in this sector has been confined to three general areas: the Mount Read Emerson Industrial Park, the projected expansion of facilities of the Eastman Kodak Company near Kodak Park, and north of the central business district between Saint Paul Street and the Genesee River.

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Table 26 Pertinent Data Monroe County

	POPULATION		HOUSING	
	EXISTING	PLANNED	EXISTING	PLANNED
County	711,917	1,187,500	228,554	421,700
Northwest	90,051	162,100	27,221	53,400
Central West	53,281	121,600	14,876	43,900
Southwest	27,620	56,600	7,514	19,400
Southern	45,369	138,900	13,601	45,300
Webster	24,739	57,100	7,078	18,600
Southeast	84,949	209,700	24,535	68,300
Central	385,908	441,500	133,729	168,800

Transportation

Northwest

In order to facilitate the development concept for this sector including the diversification of the Ridge Road employment-commercial-service center, limited increases in residential densities and the channeling of growth into definable areas, the area-wide transportation system should include the following elements:

- The completion of the Outer Loop to the Lake Ontario State Parkway as a high speed auto link.
- Arterial and exclusive or express transit improvements in the Ridge Road/Route 104 corridor.
- The continuation of the Lake Ontario State Parkway as a restricted, recreational facility.
- The Charlotte to Henrietta exclusive transit line.

An expansion of the area served and the level of service provided by the recently instituted PERT/Dial-a-Bus operations would complement the regional transportation improvements.

In the northwest sector interregional transportation concerns include the following:

- The northwest sector could play a part in a regional system of public general aviation facilities designed to relieve the major airport of smaller aircraft operations and reinforce local economic development.

EXHIBIT 54 – Genesee-Finger Lakes Regional Planning Board Draft Regional Development Plan, dated December, 1973.

EXHIBIT 55 – Newspaper article, Rochester Times-Union, 1-22-74.

The Times-Union
Tues. Jan. 22 1974 n 3B

Site Sought For Postal Building

A $22 million postal facility for the Rochester area probably will be built southwest of the city in the vicinity of the airport, Outer Loop and Thruway, Postmaster William E. Finn said today.

A five-man selection board of career officers is expected to announce more details, including the name of the architectural firm chosen to design the 355,000-square-foot structure, on Thursday.

Finn said the building, which would handle the entire mail processing operation for this area, might be built in Chili, Henrietta or in some other town with access to air and highway facilities.

He said the existing processing facility at 216 Cumberland St. might be retained as a customer service operation or might be sold or razed, with a customers service facility in the same neighborhood.

"It's a huge building, much too big for a service-only operation," Finn said.

As big as the Cumberland Street building is, it's not big enough for the new electronic equipment under development, including optical scanners, he said.

ROCHESTER DEMOCRAT AND CHRONICLE
Tuesday, January 22, 1974

The Site: Henrietta

$22 Million Post Office Planned

A $22 million postal facility is expected to be built in the Henrietta area.

U.S. Postal Service sources said a five-man board of career postal officers would announce Thursday the name of the architectural firm chosen to design the 355,000 square-foot structure.

Contacted last night, Rochester Postmaster William E. Finn said a new facility was "anticipated in Henrietta" but he could not say when.

It was expected to "encompass the whole mail processing operation for Rochester," he said, adding that facilities at the main Rochester Post Office at 216 Cumberland St., were "not large enough for the electronic equipment" the new facility was expected to have.

The new facility would mean, Finn said, that the main Post Office would lose some status, but would likely continue as what he called a "service facility," meaning that people could still mail letters and buy stamps there.

At present, Finn said, a postal facility in Henrietta is capable of handling bulk mail.

The new structure would offer a public service area and combine the services offered at the main Post Office and the bulk mail services offered in Henrietta.

The electronic equipment would insure greater speed in mail processing, Finn said.

Specifications for the new Henrietta facility call for an 18,000 square-foot vehicle maintenance area and a 27,000 square-foot parking area, sources said.

Nine architectural firms reportedly had bid for the job of designing the facility.

While postal policy calls for design contracts to be awarded to a local firm when possible, it is possible for outside firms to win the contract.

There were indications in this case, the sources said, that Rochester firms seeking the contract were outnumbered by firms from Buffalo and Syracuse.

The five-man selection board would decide on a firm and award the architectural contract — estimated to be worth $1.2 million — Thursday.

"Political influence (in making the award) has been eliminated," since Congress gave up control of the old Post Office Department and set up the present corporation, one source said.

The structure was changed to make the mail a break-even or profit-making proposition, a source said.

Town of Henrietta Supervisor Robert F. Oakes said last night he had "just now" found out about the proposed new post office. "No one had the courtesy to tell me anything about it," Oakes said.

EXHIBIT 56 — Newspaper article, Rochester Democrat and Chronicle, 1-22-74.

The Times-Union
Fri., Jan. 25, 1974

Will Main Post Office Get the Ax?

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By CLIFF SMITH

Remember how they lopped off most of the old New York Central railroad station on Central Avenue?

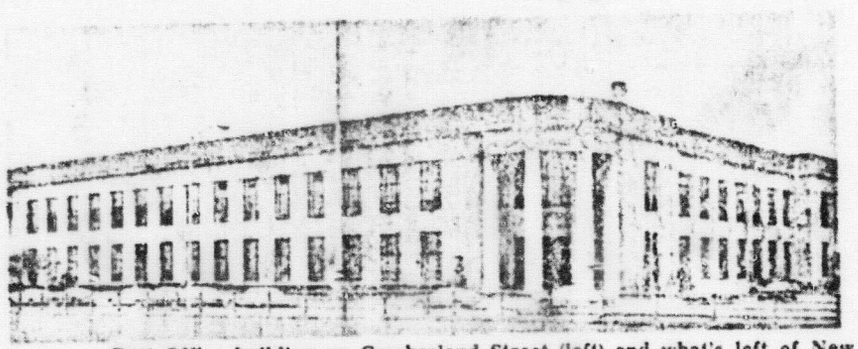
There's a chance the same kind of "surgery" might be performed on one of its neighbors — the imposing Rochester Main Post Office on Cumberland Street.

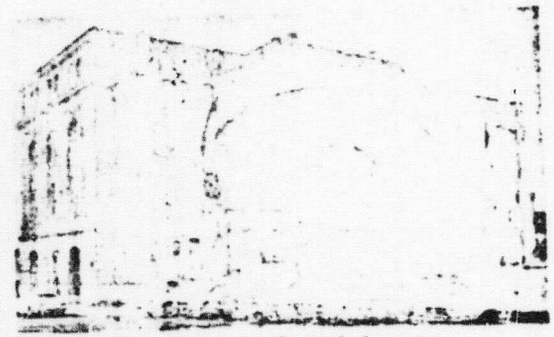
Only "portions of the present Post Office will be retained as a finance station" when the new Post Office opens in two or three years, a Post Office spokesman said yesterday from Washington, D.C.

All of the lobby services and products such as stamps, parcel post, registered mail and lock boxes will continue to be dispensed, according to press officer Russell Wylie.

But, he added, no one has decided yet about "the disposition" of the remaining portion of the limestone edifice of Italian Renaissasce design.

He didn't rule out the possibility that the unused parts of the building might be razed, and he didn't rule out the possibility that they might be rented. He said there are no definite plans.





Post Office building on Cumberland Street (left) and what's left of New York Central station on Central Avenue.

But Wylie said the main function of the Cumberland Street building —the processing of mail to branches in the Roachester area and to the rest of the world — will be handled in the new facility, which would have better access to the airport and Thruway.

Several sites south and southwest of the city are under consideration for the new, $22 million building, which with 350,000 square feet will make it somewhat smaller than the biggest Post Office (Chicago's 2-million-square-foot building) and considerably bigger than the smallest (the 89-square-foot Granite Falls, N.Y., building).

Wylie also yesterday revised his estimate of when the five-man selection board will announce more details, including the name of the architectual and engineering firm, from this week to mid-February.

Postmaster General James A. Farley came to town on June 5, 1933, to lay the cornerstone of the present Post Office, between Hyde Park and Ormond Street.

Plans for the Post Office began during the Republican administration of Herbert Hoover. But a cornerstone with the names of Farley and President Franklin D. Roosevelt was substituted for one which had been made with the names of Hoover and his postmaster general, Walter F. Brown.

In 1965 a Philadelphia sandblasting company restored the exterior finish to its original white and Postmaster General Lawrence O'Brien presented a plaque the following year in honor of the beautifying efforts.

Rochester's New York Central Station — once considered "the finest railroad passenger terminal between New York and Chicago — opened on Jan. 19 1914, to some 25,000 sightseers.

Designed by the great architect Claude Bragdon, the 162,000-square-foot terminal between Joseph and Clinton avenues, with its massive, high-vaulted waiting room, was far bigger than anything that even Buffalo had at the time.

Two New York City real estate investors bought it in 1959 for $335,000 and a few years later announced grandiose plans for a 12-story Holiday Inn motel on the site.

When those plans fizzled, suggestions for the building spewed forth like the steam from one of the Central's old New York-to-Chicago, high-speed passenger trains.

Some thought it would make a fine regional youth center, others saw it as a naval training center or as an office building.

Ingloriously in 1965, all but the west wing of the terminal was torn down and converted to a parking lot because the owners couldn't find a developer.

Passengers for the few remaining trains were shunted to a tiny, ill-lighted waiting room in the tunnel under the tracks, where they bought tickets from a machine.

EXHIBIT 57 — Newspaper article, Rochester Times-Union, 1-25-74.

EXHIBIT 58 – Newspaper article, Rochester Times-Union, 1-29-74.

2B The Times-Union
Tues., Jan. 29, 1974

News Briefs

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Main Post Office Move Contested

The Rochester Area Chamber of Commerce Inc. is "greatly concerned" about plans to move the Rochester Main Post Office out of downtown, its executive vice president says.

Worth D. Holder told U.S. Rep. Frank Horton in a mailgram, "The negative effects of removing another facility from downtown with lands still available would be most destructive."

Postal authorities said last week that a $22 million postal facility for the Rochester area probably will be built southwest of the city. Part of the present facility a 216 Cumberland St. is to remain a customer service operation. Postal authorities said the fate of the remainder of the building hasn't been decided.

Holder said the $22 million needed for new construction could be saved if the present facility were restored.

The Chamber members also said they trust "every possible consideration will be given" to hiring local architects and contractors for post office restoration or new construction.

EXHIBIT 59 — Newspaper article, Rochester Democrat and Chronicle, 1-29-74.

Rochester Democrat and Chronicle, Tuesday, January 29, 1974

'We Have Local Architects Who Are Capable'

IT WAS A GREAT SHOCK to read (D&C, Jan 22) that "sources" said an outside firm of architects might be awarded the contract for the new Rochester Post Office. What a blow this would be to our local firms.

When there are at least nine or ten firms or cooperating firms here who could easily and capably handle this job, why should firms from Syracuse or Buffalo even be considered? If architects are indeed "bidding" for the job as the D&C says, they are engaging in action which is condemned as unethical by the American Institute of Architects.

To say that political influence has been eliminated really sounds phoney.

If a five man board of career postal officers is to choose the architectural firm—and postal policy calls for design contracts to be awarded to a local firm when possible — it would have been a simple matter to alert the local chapter of the A.I.A. that firms interested could be interviewed at a time and place convenient to the postal officers.

May I ask, how many local firms were aware that a post office was being considered?

AS QUOTED in Bill Beeney's article (Sunday, Jan. 20), Tom Corgan, whose architectural firm produced the Jewish Community Center, sets forth the Architect's feeling eloquently, "an Architect doing a building in his own locale has an added sense of community pride that cannot come from an architect based in another part of the country."

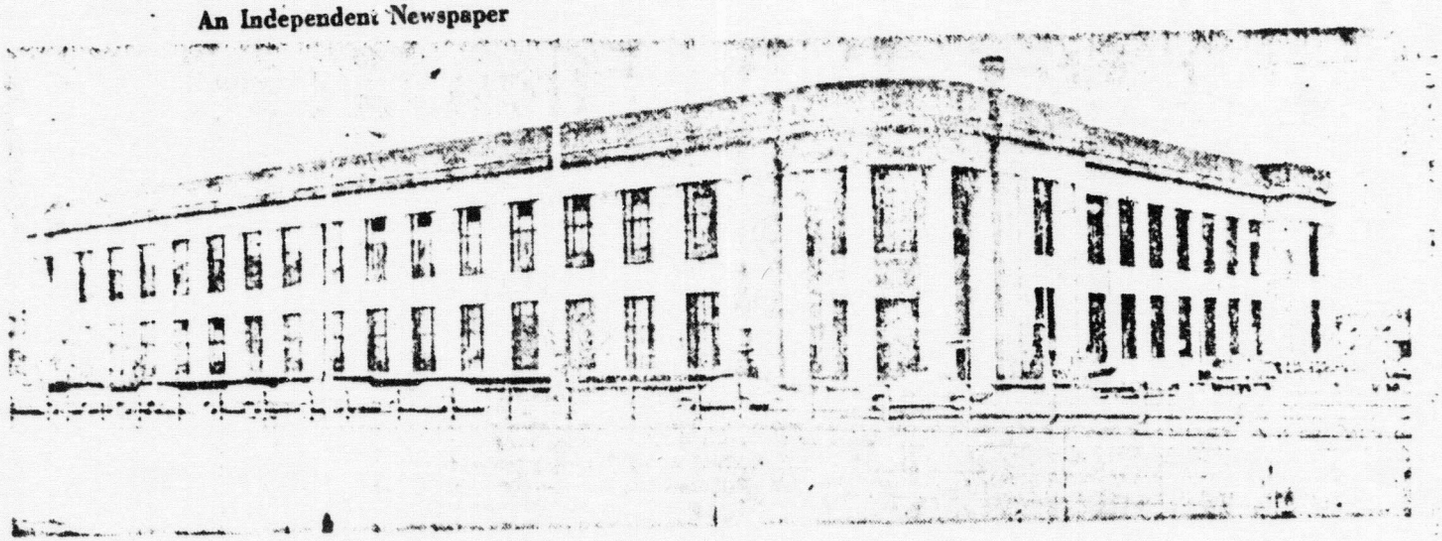
Again, I question, with all the capable and talented architects in Rochester, WHY should architects from other cities be considered? We have the ability, pride and interest right here.

MRS. MARTHA M. GATES, Registered Architect, 41 West Brook Rd., Pittsford.

18A—Editorial Page—Wednesday, February 6, 1974

THE TIMES-UNION

An Independent Newspaper



Post Office Building on Cumberland Street

EXHIBIT 60 — Newspaper article, Rochester Times-Union, 2-6-74.

As Readers See It

'Restore, Preserve Post Office; Don't Ignore History'

By Jacalyn R. Salitan

The Rochester Post Office has been the scene of much history since the first "postman," Mrs. Dunham, carried mail in her saddlebags from Rochester to Canandaigua on horseback.

Rochester didn't have a post office then. In fact, when Abelard Reynolds was commissioned by Nathanial Rochester as the first postmaster in 1812, he had only a large, pigeonholed desk to work with.

Through the years, funds were appropriated and buildings were found to accommodate the expanding post office.

Over a century later an immense, limestone building was designed by local architects Gordon and Kaelber and erected at the present Cumberland Street location, at a cost of $1,700,000.

The cornerstone was laid on June 5, 1933, by Postmaster General James A. Farley in the first year of the New Deal. The stone bore the names of Farley and President Franklin Roosevelt.

It has been almost 41 years since the big bronze doors of the Italian Renaissance structure were swung open to the community, and the building is showing its years.

But does this condition justify a $22 million expenditure for a new building to be constructed outside the downtown area (T-U, Jan. 25) at a time when so much should be done to keep the downtown area alive?

Why not restore the present structure and preserve, instead of ignore, a part of Rochester history?

950 East Ave.

You are invited to share ideas and acomments with other readers through this column. Letters must include your name and address for publication; if typewritten, please double-space. They may have to be shortened or edited for accuracy and good taste. Sena them to: Letters-to-the-Editor, The Times-Union, Rochester N.Y. 14614.

'Horton Will Help In Plea on Post Office'

By Joel R. Liebling

A news item (T-U, Jan. 29) reported that Worth D. Holder, executive director of the Rochester Chamber of Commerce, sent a mailgram to Rep. Frank Horton concerning the moving of the post office from the downtown area to a new suburban site.

I agree with Holder that the post office should not be moved to further destroy the downtown area.

More important to me and to the voters of the 34th Congressional District is the fact that Holder asked Horton to help.

Horton will help, as he always helped everyone in his district, in a complete, honest and sincere manner.

320 Hemingway Dr.

EXHIBIT 61 — Newspaper article, Rochester Democrat and Chronicle, 6-6-74.

ROCHESTER DEMOCRAT AND CHRONICLE
Monday, May 6, 1974

Post Office to suburbs

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City trying to block move

City officials are asking the U.S. Postal Service to reconsider design requirements for the new main post office in the Rochester area so a site closer to downtown could be picked.

The postal service is negotiating the purchase of about 35 acres on the outskirts of the city, said Russell Wylie, press officer for the service. He declined to locate the site.

But, city officials and leaders of the Rochester Chamber of Commerce are disturbed. They sited the "psychological effect" of another industry moving out to the suburbs, according to Neil Schulman, assistant director of program planning for the Department of Community Development.

City officials met last March in Rochester with Robert Issacs, the assistant postmaster general for real estate and business, to discuss the service's plans for Rochester.

The postal service says it needs about 35 acres for loading and storing trucks and to build the most efficient plant — a one-level building. The new headquarters are expected to be finished in three years.

Now, city officials are planning to write Issacs requesting that the postal service consider plans that are "less than optimal" to keep the post office close to downtown, Schulman said.

The problem is — Rochester doesn't have 35 acres it can give away on a tax-free basis.

The city is suggesting condensing the space needed by constructing a two-, three- or four-story building, Schulman said.

City would like to see the main post

seven miles apart, doesn't lend itself to effectiveness," he said.

There's no place for employes to park at the Cumberland Street post office, he said. And the building isn't conductive to electronic equipment now available for mail processing, he said, because the facilities aren't on one level.

The Rochester post office, Finn said, processed 750 million pieces of mail last year, 10 per cent higher than the year before.

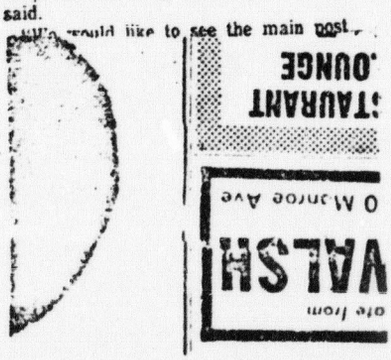


EXHIBIT 62 — Newspaper article, Rochester Times-Union, 6-19-74.

2B The Times-Union Wed., June 19, 1974

Henrietta Fights Post Office Plan

By DOLORES ORMAN

Henrietta officials are planning to take legal action to halt the proposed construction of a $22 million post office on industrial park land in the town.

Robert F. Oakes, town supervisor, said today "I'm going to refer the matter to the town attorney for possible action." He said it would probably be an "injunction or preliminary-type injunction action."

Oakes said he was informed by the town assessor that the new facility will boost the percentage of town land on the tax exempt rolls to 30 per cent and that it will mean a loss of $800,000 in tax revenue.

"I'm very, very angry about their underhanded way of going about selecting a site," he said. "We were not consulted in any form, in any way."

Town officials contacted Rep. Barber Conable's office yesterday and learned the postal service is planning to build a facility on a 30-acre site on Jefferson Road, west of Saginaw Drive. The proposed site is in an area zoned for industrial park.

MORE, MORE

U.S. Postal Service officials have not publicly announced the site. However, in January, they did announce the new facility would be built in the Henrietta area and that all mail processing operations at the Cumberland Street office in downtown Rochester would be moved there. The Cumberland office would be used for consumer services such as mailing letters and buying stamps.

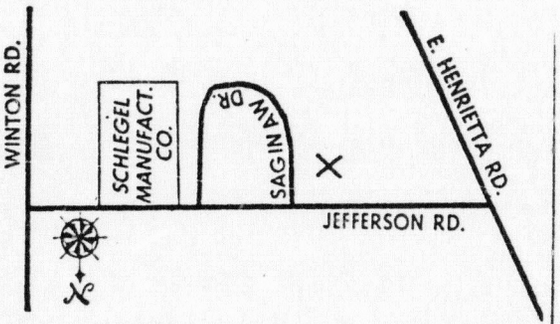
Mayor Thomas Ryan said today that although he knew about plans to build in the Henrietta area, he hadn't learned officially of the location of the site.

"This is the first I've heard about it," he said. "Naturally, I am disappointed. I am disappointed to see any facility leave the city."

An administrative aide to Conable today said Conable hasn't been involved except to arrange a meeting between Rochester and Postal Service officials.

Oakes said it will be up to the town attorney to call a meeting between Henrietta and postal officials. "If their (postal officials') past way of doing things is any indication, I would say they're pretty adamant."

Oakes said he feels when a governmental agency comes in with a facility of that magnitude, "some kind of compensation should be given that town" to combat the adverse affect on the "economic stability" of the town.



X locates site of proposed Post Office facilityl in Henrietta.

EXHIBIT 63 — Newspaper article, Rochester Democrat and Chronicle, 6-21-74.

ROCHESTER DEMOCRAT AND CHRONICLE
Friday, June 21 1974

Henrietta wants to cancel postal service building plan

By SCOTT SPREIER

Henrietta officials and the U.S. Postal Service may meet to discuss the postal service's decision to build a $20-million facility on prime industrial property in the town.

Robert F. Oakes, town supervisor, said yesterday that he was trying to arrange the meeting.

The postal service has confirmed plans to build an area mail processing facility on Jefferson Road in Henrietta.

It has agreed to purchase a 43-acre site on the south side of Jefferson Road at the intersection of Saginaw Drive, said Russell L. Wylie, postal service information officer.

The land will be purchased from Sulbro Corp. for about $1.6 million, he said.

Henrietta officials, upset because they weren't notified of the site—and because the tax-exempt facility would remove the prime industrial property from the tax rolls—have threatened to block the project.

The Town Board Wednesday night passed a resolution authorizing the town attorney to investigate what legal action it can take Oakes said.

Town officials say that if the area were developed by a private firm, it could produce up to $1 million annually in property taxes.

Oakes said he's also concerned about traffic that the facility might generate.

Plans call for a 340,000-square-foot facility that will be used primarily for sorting mail for the Rochester area, Wylie said. A separate, 25,000-square-foot vehicle maintenance center also will be built.

The complex, which will also have customer facilities, should be completed sometime in 1977, Wylie said.

Cannon Partnership, a Grand Island engineering firm, has been hired for the project, he said.

Barnard and Maybeck, a local engineering firm, will supervise and inspect construction.

Although the sorting center will be transferred from the main post office at 216 Cumberland St. in Rochester, Wylie said downtown customer service will be kept at the main post office or somewhere else in the neighborhood.

EXHIBIT 64 – Newspaper article, Rochester Democrat and Chronicle, 6-27-74.

Rochester Democrat and Chronicle, Thursday, June 27, 1974

Chamber: Rethink postal move

The Rochester Area Chamber of Commerce has asked the U.S. Postal Service to reconsider its plans to replace its central postal facility in Rochester with a new facility in Henrietta.

"The chamber is concerned over the psychological effect the movement of a downtown facility to the suburbs will have on the health of the central business district," Angelo A. Constanza, chamber president, said.

Officials of Henrietta and the Rush-Henrietta School District will meet with federal officials Friday in Washington to argue against the planned $20 million tax-exempt postal facility.

The officials say the town and school district would lose $800,000 a year in tax money if the tax-exempt facility, rather than a tax-paying one, was built.

EXHIBIT 65 — Newspaper article, Rochester Times-Union, 7-11-74.

The Times-Union
Thurs., July 11, 1974

Who'll Buy Main Post Office Bldg.?

By MARY LOUISE CARNEVALE

The Main Post Office building will be sold once the planned postal complex in Henrietta is completed, but whether it will be sold to a private business or government agency is uncertain.

The sale of a government building is usually coordinated by the General Services Administration (GSA) in Washington, D.C., said a spokesman for the Postal Service's Eastern Division Department of Public and Employee Communications.

However, the GSA probably hasn't been notified the building will be up for sale, said Peter McCall, assistant information director for GSA. McCall said his agency usually receives notice that a government building is up for bids after a building is declared "excess" by the federal agency operating the building.

The Main Post Office building, on Cumberland Street, probably won't be declared excess until the new facility is ready to be occupied, McCall said.

Target date for opening the Henrietta postal complex is early 1977, says the project's architect, David Euerl of Cannon Partnership, a Grand Island firm.

The usual procedure for selling a government-owned building is to open the bidding to other federal agencies. The agencies are given a 60-day "screening period," to have the opportunity to submit bids on the building without competing with state and local government agencies and private developers, McCall said.

If no federal agencies are interested in purchasing the building, bidding is then open to state agencies and local governments, the postal service spokesman said.

If no government agencies want to buy the building, three options are open.

The building can be purchased by a private investor or a business firm.

Or a nonprofit organization can buy the building.

Finally, the building can be demolished and the land sold or used for the construction of a new government building.

At this stage, however, there is a possibility that the Postal Service would lease the ground floor of the Main Post Office, McCall said.

If sold to a private investor, the yearly city taxes at the current rate would be $124,571.72, according to the city assessor's office.

The current assessed value of $1,152,139 would be subject to revaluation. The new value of the building would depend on the nature of the new business, remodeling and depreciation, the city assessor's office said.

Government buildings are tax exempt.

The postal service plans to lease a downtown building to maintain customer service in downtown Rochester, Louis Francione, head of customer service for the Rochester post office, said.

BEST COPY AVAILABLE

EXHIBIT 66 – Newspaper article, Rochester Times-Union, 7-12-74.

The Times-Union
Fri., July 12, 1974 5B

New Office to Speed Mail, P.O. Head Says

The new Henrietta postal service complex will speed mail delivery in Monroe County, but by how much is uncertain, says Ernest Francione, head of customer service for the Rochester Post Office.

The new facility will primarily be a mail sorting center for the Rochester area. It will use up-to-date conveyers and sack sorters. But it would be conjecture at this time" to estimate how much more quickly mail would be delivered, Francione said.

Both intercity and intracity mail deliveries will be faster because the new facility will combine sorting of both preference (first class, air mail and special delivery) and nonpreference mail. The post office now has a split operation. The parcel post and nonpreference mail are being sorted in the annex, and the preference mail is handled in the Main Post Office, Francione said.

The location of the planned facility is a 43-acre site on the south side of Jefferson Road, near Saginaw Drive. A separate vehicle maintenance center on the site is also planned.

The post office plans to lease a downtown building to serve customers in the city, Francione said.

Parcel post service now handled at the annex will be transferred to the Auxiliary Service Center in Buffalo. Offices for postal officials will be moved from the Main Post Office to the new complex, Francione said. No post office employees will lose their jobs, he added.

The new facility's tax exempt status has arroused controversy. Some Henrietta town officials claim that if a private investor built a comparable facility, the town would be able to raise $XX,XXX annually from taxes.

However, Town Assessor John Stanwix said that the present tax revenue from the property is $4,000 a year.

Stanwix said the postal complex could encourage other businesses to move into Henrietta. These would include publishing and mail order companies, which would want prompt delivery of their products.

Stanwix said the Henrietta site was chosen because of its proximity to major thoroughfares — the New York Thruway, Route 490 and Jefferson Road. Also, the location is near the geographical center of Monroe County, and the Monroe County Airport.

The construction of the postal complex will probably begin in late spring or early summer next year. It is scheduled to open in 1977 if all planning and construction deadlines are met, said the project's architect, David Eberl.

EXHIBIT 67 — Newspaper editorial, Rochester Times-Union, 7-16-74.

14A—Editorial Page—Tuesday, July 16, 1974

THE TIMES-UNION

An Independent Newspaper

As We See It

City Wants Post Office; Why Go to Henrietta?

Postal officials need to slow down a bit on plans to replace the main Rochester post office on Cumberland Street with a new $22 million complex in Henrietta.

The U.S. Postal Service announced plans for the project in June, to the consternation of both Henrietta and Rochester officials.

Henrietta doesn't want the new post office because it could mean a loss of several thousand dollars per year in property taxes.

Rochester does want the main post office because its loss would mean a loss of jobs in the city and another blow to the downtown section.

Both Henrietta Supervisor Robert Oakes and Rochester Mayor Thomas Ryan say federal officials failed to consult them before announcing their plans.

Postal officials say they need a large site which will enable them to locate their new automated mail processing equipment at ground level.

Can't the automated system be designed for a multi-story building? That would require less land for the public to pay for.

The Henrietta site is ideal because it offers easy access to the State Thruway, they say.

With the Inner Loop about to be completed, the downtown post office will also have easy access.

Why not expand the old building? Or, if necessary, build a new one on urban renewal land?

The present building is only 40 years old. It was modernized, at a cost of $4 million, just 10 years ago. Must it really be abandoned now?

When the cornerstone for the current building was laid amid great pomp and ceremony in 1933, Postmaster General James A. Farley said it would be "A support to (Rochester's) trade and industry" and "a substantial monument to the city's continued progress."

The city still believes those words. The postal service shouldn't abandon them.

ROCHESTER, N. Y., FRIDAY, SEPTEMBER 27, 1974

Henrietta loses post office tax fig

By MICHAEL ZEIGLER

Henrietta has lost its battle to prevent x-exempt status for a $12 million U.S. ostal Service facility to be built on Jefrson Road, meaning the town won't be le to collect up to $500,000 yearly in x revenues.

The Postal Service has rejected sugstions by the town that a private conactor build the new post office and se it to the Postal Service, allowing land and post office to be taxed.

nstead, the Postal Service yesterday reaffirmed its intention to hire its own contractor to build the facility on land it's already purchased. Since federally owned land and buildings are tax-exempt, Henrietta won't be able to collect taxes on either.

Town Supervisor Robert F. Oakes said Henrietta would continue an economic analysis to prove that the Postal Service could save money by leasing the building and that the town would be hurt by losing 43 acres of its industrial park to tax-exempt status.

"We're still going to continue the economic analysis . . . we'll send it to them, in any event," Oakes said. "Any way we can make them change their minds, we'll do it."

"I understand and I am sympathetic to their financial problems," responded Russell L. Wylie, Postal Service information officer in Washington, D.C. "But the decision by us to own rather than lease is made independent and irrespective of any tax savings that might accrue to us.

"We are required under law, that in arriving at the economic decision of whether to lease or purchase a new facility, we cannot include any economic benefits accruing from tax avoidance."

The site at Jefferson Road and Saginaw Drive is undeveloped but had been set aside for industrial development by the town. A factory or other private enterprise on the site would have netted the town up to $300,000 yearly in taxes, the town has estimated.

The tax revenue is $3,700 annually, Oakes said, but the town will lose that, too, because of the land's tax-exempt status that occured when the Postal Service bought the land earlier and informed the town to re land from tax rolls.

The new post office will be square-foot facility to be used for sorting mail for the Roch It and a separate 25,000-square-f cle maintenance center area to pleted in 1977.

The main downtown post offic Cumberland St. probably will ke customer service, although its center will be moved to the new f

EXHIBIT 68 — Newspaper article, Rochester Democrat and Chronicle, 9-27-74.

56

EXHIBIT 69 -- Newspaper article, Rochester Democrat and Chronicle, 6-19-74.

Democrat and Chron. c/c
Rochester, N.Y.
Wed., June 19, 74

4

Henrietta post office site picked?

By SCOTT SPREIER

The U.S. Postal Service intends to build a regional postal facility on a 30-acre site on Jefferson Road in Henrietta, according to a Henrietta town councilman.

Councilman Charles H. Schmidt Jr., said he learned yesterday from an "informed source" that the postal service had selected a site on the south side of Jefferson Road, west of Saginaw Drive.

The postal service, he said, isin a position to close a deal on the land, possibly by the weekend.

William E. Finn, Rochester postmaster, said last night that the postal service had made a decision, but that it hadn't been made public.

Earlier this year, when plans to build a $22 million, 355,000 square-foot postal facility were announced, Finn said it was "anticipated in Henrietta."

The new facility is expected to encompass the whole mail processing operation for Rochester.

The new facility would combine the services offered at the main post office and the bulk mail services offered in Henrietta.

Spokesmen for the postal service say the main office on Cumberland Street will be used as a finance station, and that lobby services, such as lock boxes, parcel post stamp purchaser and letter drops, will be continued.

EXHIBIT 70 – Notes of John Stainton, Rochester Department of Community Development, regarding 3-25-74 meeting with U.S. Postal Service officials.

POST OFFICE 3/13/74.

Mr Flemin
* Issues -

- Need for new facilities over land every years
- need for at least 36 acres -

-- because of the nature of the area - land not available -

- intented in general Appraisin - put off by City School District.

- heavy traffic on city street - undesirable.

-

jobs - new mail concept at that time.
large mail processing
- convenient to ~~sup~~ highways
- planes -

- City assessor indicated site of 21 acres
Mt. Read Emmerson -

Site Selection committee decided it was not the best

EXHIBIT 70 — Notes of John Stainton, Rochester Department of Community Development, regarding 3-25-74 meeting with U.S. Postal Service officials.

Briefing formal site selection -

Then went to sites in Henrietta

sites in Gates also looked at and discounted

Mail originates from S & SE - more desirable.

Extensive distribution - operations & traffic

District Boundaries -
Geneva
Dansville
Albion

A state distribution center from the south

Similar to ~~the~~ Buffalo facilities -

Facility
1 floor - site based on 20 year growth
Bldg 400,000 sq. ft for Bldg. (10A)
1/3 of site -

EXHIBIT 70 — Notes of John Stainton, Rochester Department of Community Development, regarding 3-25-74 meeting with U.S. Postal Service officials.

2,400 jobs — 3 shifts
1200 jobs in this location —

relocation will speed facility

reuse of existing building — no reuse not made

Bulk mail now handled Brighton Henrietta T.L. Rowe.

If decision reached to abandon Bldg —
Procedure through GSA — at fair market value
If no intent can be sold at price —

As part of site selection E.E.O. has to
sign off —

People are Unionized · 55% of budget in labor.

no rail orientation

EXHIBIT 71 – City of Rochester Memorandum from John Stainton to Elisa C. Freedman, City Manager, dated 3-12-74, with enclosures.

March 12 74

John Stainton, Assistant to the City Manager & Acting Administrator/ DCRLD

Elisha C. Freedman, City Manager

Proposed New Post Office

A meeting is scheduled for 1:00 p.m. on Friday, March 15, with Mr. Robert E. Isaacs, Assistant Postmaster General, of the Post Office Department. Mr. Isaacs is coming up for this purpose from Washington. The trip was arranged through Congressman Horton's Office.

The attached material which includes earlier correspondence dating back to 1969 is attached. The covering fact sheet indicates the Post Office's belief that the city expressed a preference for the facility to be outside the inner core of the city. (Apparently a number of sites were considered including the General Dynamics Plant.)

There is apparently been little or no contact with City officials or staff since 1969.

It is my understanding that Seymour Scher was not enthusiastic about a central location, primarily because it would cover so much land and did not generate any return in taxes. Congressman Horton's letters, on the other hand, indicate support for a central location.

A number of points raised by the Post Office to Congressman Horton in 1969 regarding a central location dealt, in addition to the tax question. The Post Office concluded a central location would incur intense community opposition and that the proposed one story type of facility would not justify a central location and would create heavy truck traffic.

EXHIBIT 71 — City of Rochester Memorandum from John Stainton to Elisa C. Freedman, City Manager, dated 3-12-74, with enclosures.

The above points are valid and our position should be one basically of trying to understand what the issues and program requirements are. Of particular concern is the potential impact on minority employees who may now or in the future be employed at the facility, as well as an understanding of the possible secondary employment benefits for services that would be supplied to the new Post Office.

John Stainton
Assistant to the City Manager &
Acting Administrator/DURED

JS/gmp

Attachment

cc: Mayor Thomas P. Ryan, Jr.

EXHIBIT 71 — City of Rochester Memorandum from John Stainton to Elisa C. Freedman, City Manager, dated 3-12-74, with enclosures.

FACT SHEET
Rochester, New York Major Site Development

MR. ISAACS:

The initial work devoted to developing prospective sites took place on November 1968. From the beginning liaison was maintained with various departments of the City including the Office of the City Manager, Planning Department Staff, U. D. C. office relating to Urban Renewal land, the Assessor's office for maps and other documentation data.

From the outset the City has expressed a preference for this facility to be outside the inner core of the city (see copies of letters attached). The first contact was made by Mr. Morris Kreppel who was formally an employee of the Post Office Department and subsequently retired from the Corps of Engineers. A verification with Mr. Kreppel confirmed that informal liaison was maintained from November 1968 until February 1969 with the city offices indicated previously. In 1971 Mr. Patrick J. Lovett served as a Realty Specialist in connection with a proposal in which an existing building was offered by General Dynamics Corporation. Mr. Lovett explained that he personally did not contact a city official but that a Mr. Boles who represented the General Dynamics Corporation was coordinating with the city because the city was a prospective occupant along with the Postal Service. As a matter of information the city was notified by Mr. Boles resulting from an action by Mr. Amos Coffman, Secretary, CIC, in late May 1971 that the General Dynamics Property was not acceptable to Postal Service.

The tone established in these various contacts set the attitude adopted by Mr. Milton Beers who was the last specialist involved in developing site criteria. Mr. Beers called upon the offices mentioned above during the months of January and February 1973 and his last visit to city offices was in April 1973. Mr. Beers notified me that he did not make contact with the City Manager's office; however, he did call on other offices. He explained further that his activity in these contacts were done in such a manner as to protect the confidential nature of his work which is consistent with instruction from this office. We feel certain that the other contacts were made in the same manner.

J. L. McDonald
General Manager
Realty Acquisition Division

EXHIBIT 71 — City of Rochester Memorandum from John Stainton to Elisa C. Freedman, City Manager, dated 3-12-74, with enclosures.

...th District of New York

...
District of Columbia
Small Business

...

...

...
District Office:
...
Rochester, New York 14614
(716) ...
Ext. 1990

Congress of the United States
House of Representatives
Washington, D.C. 20515

July 3
1969

Honorable Winton M. Blount
Postmaster General
Washington, D. C.

Dear Red:

There is no question that a new post office facility is desperately needed in the Rochester area. The major problem seems to be where to locate the new facility.

It is my understanding that two sites are being considered -- one in the inner-city and the second on the western edge of the city. I also understand that Postal officials are leaning heavily toward the outer site.

With the growth of Greater Rochester moving toward the east and south -- that is, through the suburban towns into Wayne and Ontario Counties -- it would seem that facility expansion should be with this in mind, not in the opposite direction.

Major rebuilding now underway in Rochester's inner-city will increase demands for a postal facility in the inner-city.

The problem of moving major government offices outside the inner-city area is quite apparent in our nation's capital. By moving to the outlying areas, you place severe burdens on housing and transportation. You make it extremely difficult for inner-city people to get to such jobs.

We can easily see from the example in Washington that the residents of the inner-city areas, particularly the poor, could be greatly benefited by job availability near their homes.

The Federal Government must not abandon the inner-city areas. The Government should serve as an example to private enterprise. It should encourage growth, not discourage it, by packing up and moving into the suburbs.

EXHIBIT 71 — City of Rochester Memorandum from John Stainton to Elisa C. Freedman, City Manager, dated 3-12-74, with enclosures.

The benefits to be gained from inner-city rebuilding would greatly offset any minor problems involving such location. An extensive network of arterial highways is moving ahead rapidly in the Rochester area which would provide excellent access to the entire outer area.

I sincerely hope that you and your staff will review the proposed location of the new Rochester Post Office, giving serious thought to the needs of the inner-city and its people.

With kindest personal regards, I am

Sincerely,

Frank Horton

FH:bj

BEST COPY AVAILABLE

EXHIBIT 71 — City of Rochester Memorandum from John Stainton to Elisa C. Freedman, City Manager, dated 3-12-74, with enclosures.

FRANK HORTON
U.S. Congressman
36th District of New York

COMMITTEE:
GOVERNMENT OPERATIONS
DISTRICT OF COLUMBIA
SMALL BUSINESS

Congress of the United States
House of Representatives
Washington, D.C. 20515

427 Cannon House Office Building
Washington, D.C. 20515

DISTRICT OFFICE:
[illegible]
Rochester, New York 14614
(716) [illegible]
EXT. 1240

August 25
1969

Hon. Winton Blount
Postmaster General
Department of the Post Office
Washington, D.C.

Dear Red:

You may recall that on July 3 I expressed my deep concern over the prospect of a new post office for the people of the inner-city of Rochester, New York.

In a reply from Mr. John Powell, I believe that there has been some misunderstanding as to the location of the site.

The area which is available to the Government is located at Central Avenue between Joseph Avenue and Hudson Avenue. To the best of my knowledge the city of Rochester has no objection to this site and would favor its erection.

In view of this additional information I would appreciate your personal investigation in behalf of the people of the inner city of Rochester who are most anxious to serve their community.

I look forward to hearing from you soon.

With kindest personal regards, I am

Sincerely,

Frank Horton

FH:pp
Encls.

BEST COPY AVAILABLE

EXHIBIT 71 — City of Rochester Memorandum from John Stainton to Elisa C. Freedman, City Manager, dated 3-12-74, with enclosures.

SEP 1 8 1969

Dear Congressman Horton:

The Postmaster General has asked me to reply further to your letter of August 25, 1969 concerning the proposed Major Facility planned for Rochester, New York.

The inner-city site described in your letter is the site referred to as the Ormond-Leopold site by the City of Rochester, and is the site considered by the Department in making the ultimate site selection. Prior to the review of the available sites, departmental representatives conferred at length with the City officials to assure that the proposed facility did not conflict with the over-all development plan desired by the City. In reviewing the proposed sites the City was very much opposed to the Ormond-Leopold site being utilized for Postal purposes setting forth six points as their basis for objection. These six points are as follows:

1. In recent months there has been a great deal of time and effort, both public and private, spent in developing resident interest and in improving physical conditions in this area.

2. This neighborhood is in Rochester's Model Cities Area. Any decision made regarding the reuse of land within the Model Cities Area must involve the Model Neighborhood Council.

3. Selection of this site for the Sectional Postal Facility would undercut neighborhood efforts to improve and increase the housing supply, and as such would doubtlessly incur intense community reaction.

4. During the last month the City has received two purchase requests for City owned land in this area: one from Better Rochester Living, a non-profit corporation which constructs and rehabilitates housing for low-income families, and another request from a neighborhood church that wants land for new facilities. These requests indicate a continuing interest that the area remain in residential use.

EXHIBIT 71 — City of Rochester Memorandum from John Stainton to Elisa C. Freedman, City Manager, dated 3-12-74, with enclosures.

5. A Sectional Postal Facility cannot be considered the "highest and best use" for this area. If an industrial use is to locate between the railroad and the Inner Loop, it should be an intensive use which takes advantage of the proximity to the Central Business District.

6. As they are already over-utilized, the local streets surrounding the area cannot satisfactorily handle the truck traffic which would be generated by the postal facility.

Use of the Ormond-Leopold site would necessitate the relocation of approximately 80 families, four churches and several businesses. The statute granting the Department condemnation authority does not permit the inclusion of relocation costs as a part of proceeds as do some other authorities. Hence, serious hardships could be created in a potentially volatile environment if such a course were taken.

The site selected is adequate in size, environmentally suited for Postal purposes, is consistent with orderly municipal planning and receives the approval of the City.

Please be assured that every consideration is given to the social and economic impact created by the location of large facilities. In this case all elements contributing to the selection of the site were agreed that the best interests of the City and the Department were being served in locating away from the inner-city. With this information we are hopeful that you will also agree.

If additional information is needed, please let us know.

Sincerely,

/s/ Jack Powell

John M. Powell
Congressional Liaison Officer

Honorable Frank Horton
House of Representatives
Washington, D. C. 20515

RRB:JLM:MJH 9/11/69 (revised 9/19/69)
BCC: Mr. Harrison (3)
Regional Office for Information
Mr. Powell (1)
RRB: (2)
Mr. Willner (1)

CONTROL No. 19193

EXHIBIT 71 — City of Rochester Memorandum from John Stainton to Elisa C. Freedman, City Manager, dated 3-12-74, with enclosures.

FRANK HORTON
U.S. REPRESENTATIVE
34TH DISTRICT OF NEW YORK

COMMITTEES:
GOVERNMENT OPERATIONS
RANKING MINORITY MEMBER

DAVID A. LOVENHEIM
ADMINISTRATIVE ASSISTANT

Congress of the United States
House of Representatives
Washington, D.C. 20515

WASHINGTON, D.C. 20515
(202) 225-4916

DISTRICT OFFICES:
314 FEDERAL BUILDING
ROCHESTER, NEW YORK 14614
(716) 263-6270

WAYNE COUNTY OFFICE BUILDING
LYONS, NEW YORK

March 5
1 9 7 4

Honorable Robert Isaacs
Assistant Postmaster General for Real Estate
And Building Department
U.S. Postal Service
Washington, D. C.

Dear Bob:

I was pleased to have the opportunity to meet with you to discuss the matter of the site for a new postal facility in the Rochester, New York area.

As you will recall, I mentioned at that time that my impression was that there had been inadequate contact and dialogue between Postal Service real estate and construction planning officials and officials of the City of Rochester. I also noted at that time my fervent hope that no further steps would be taken to secure a site for the facility until a meeting between yourself and the current City Administration could be held at which the City would have an opportunity to discuss its suggestions and views with you. Subsequent to our meeting, Paul Van Coverden of the Postal Service brought to my office a memorandum detailing the contacts that Postal Service representatives had made with City officials over the past six years. Since the bulk of those contacts took place in 1968 and 1969 and subsequent meetings to discuss a short-lived proposal that the Postal Service take over an existing industrial facility and since any recent contacts with either policy making or policy implementing officials of the City seem to be sketchy at best, I formally requested in a call yesterday that no further action be taken to secure a site in the area until a meeting with the City Manager and other officials can be held and the results of that meeting be considered. Because you were out of town at the time, I told Mr. Van Coverden that I would write this letter to confirm the conversation.

EXHIBIT 71 — City of Rochester Memorandum from John Stainton to Elisa C. Freedman, City Manager, dated 3-12-74, with enclosures.

I know you share my belief that the decision to construct any Postal facility is a decision charged with considerable impact and with the need for a degree of public accountability for the result. While I regret that it was not possible for us to have these discussions at a much earlier date in your planning process and I do appreciate your willingness to consider my views and those of City officials in this matter.

With kindest personal regards, I am

Sincerely,

Frank Horton

Frank Horton

FH:mm

CC: Honorable E. T. Klassen
Mr. Paul Van Coverton

EXHIBIT 72 – City of Rochester Memorandum from John Stainton to Mayor Thomas Ryan, dated 10-15-75, with enclosures.

October 15, 75

John Stainton, Commissioner, Community Development

Mayor Thomas Ryan

Post Office

The attached letter from Congressman Horton to Martin Foos, Chairman of the Monroe County Planning Board, indicates the Post Office plans to continue use of the existing Post Office facility in downtown Rochester.

John Stainton

JS/saw
Attachment

cc: E. Freedman
S. Forbes
A. Taylor
J. Stockton

EXHIBIT 72 — City of Rochester Memorandum from John Stainton to Mayor Thomas Ryan, dated 10-15-75, with enclosures.

House of Representatives, U.S.

MEMORANDUM

Dear John:

The attached refers to a subject in which you are interested, and is, therefore, referred for your information.

Yours very truly

Frank Horton

EXHIBIT 72 — City of Rochester Memorandum from John Stainton to Mayor Thomas Ryan, dated 10-15-75, with enclosures.

OFFICE OF THE POSTMASTER GENERAL
Washington, D.C. 20260

October 3, 1975

Honorable Frank Horton
House of Representatives
Washington, D. C. 20515

Dear Congressman Horton:

This is in further response to your September 15 letter on behalf of Mr. Martin A. Foos, Chairman of the Monroe County Planning Board of Rochester, concerning Postal Service plans for the present Rochester facility upon completion of the General Mail Facility now under construction at Henrietta.

In his letter to you, Mr. Foos expressed his concern for the effect on downtown Rochester caused by the relocation of the postal facility. It is our opinion that the environment surrounding the existing post office building in downtown Rochester will be unaffected since there is no intention to demolish or otherwise alter the exterior of the building. The building will continue to be occupied in whole or in part by the Postal Service and the balance will be made available to other tenants if it is determined that our operations will not require full use of the structure.

Sincerely,

John C. Dinther
Senior Representative
Government Relations Department

EXHIBIT 72 — City of Rochester Memorandum from John Stainton to Mayor Thomas Ryan, dated 10-15-75, with enclosures.

MONROE COUNTY PLANNING BOARD

~~WINSOR DEXTER LAND~~ CHAIRMAN
Martin A. Foos

August 27, 1975

Honorable Frank J. Horton
314 Federal Building
Rochester, New York 14614

Dear Mr. Horton:

Almost one year ago, in August 1974, the Monroe County Planning Board wrote you to express our concern about the impending actions of the United States Postal Service and the AMTRAK Corporation with respect to their proposed abandonments of locations in downtown Rochester. That concern was expressed in a unanimous resolution of the Board, adopted on August 14, 1974, which was transmitted to you with that letter. Both the letter and the resolution are enclosed again for your information. Their essence deals, of course, with the fact that this Board is vitally concerned about the future of the central business district of the City of Rochester and would look with considerable alarm upon proposed actions that would have the effect of weakening the importance of this critical area of our region. In addition to the substance of the matter, it should also be noted that the Board was equally concerned about the manner in which these activities seemed to be progressing; that is, without any contact whatsoever with the local jurisdictions involved and their planning arms in particular.

Since that time the reaction of the AMTRAK Corp. to these concerns has been, while not ideal, at least responsive. They have, as you probably know, elected to reconstruct their Rochester facility in the central business district and have generally attempted to take account of the planning objectives of the City of Rochester and County of Monroe in this respect. There are still some concerns with respect to the exact nature of that facility but that is not the purpose of this letter.

Just recently, this Board discovered that an environmental assessment of the proposed relocated Post Office facility had been prepared. After obtaining and reviewing a copy of the environmental assessment it is our judgment that the assessment does not comply with the intent of the National Environmental Protection Act and it is that concern that I wish to bring to your attention. In essence, the assessment (which was actually accomplished over a year ago) confined its investigation to an analysis of the environmental effects of the construction of a relocated facility on a specific site in the Town of Henrietta. We would concede that the construction of the kind of facility being anticipated on that particular site would have very little effect on that particular site and the surrounding lands. That is not the relevant question however. The real

301 COUNTY OFFICE BUILDING # ROCHESTER, N.Y. 14614 # TELEPHONE (716) 428-5461

EXHIBIT 72 — City of Rochester Memorandum from John Stainton to Mayor Thomas Ryan, dated 10-15-75, with enclosures.

question, in our opinion, is the effect on downtown Rochester caused by the relocation of the postal facility. A full environmental assessment must address that question in terms of the removal of this facility from its present location and the environmental impact this relocation will have on the area surrounding the vacated site. The assessment explicitly states that it is not concerned with that problem, nor with any other alternatives to the proposed action of the Postal Service, and on this basis, reaches the conclusion that a full environmental impact statement is not necessary. This is a totally inadequate response to the intent and purposes of the National Environmental Protection Act.

At the August 13, 1975, meeting of the Monroe County Planning Board, this question was raised by a Planning Board member representing the City of Rochester. She brought to the Board's attention a recent resolution of the City Planning Commission expressing its concern about this inadequacy, and noted that copies of that reoslution had also been communicated to you.

It was the unanimous opinion of the Board members present that I communicate the Board's support of that resolution to you as well, in light of this Board's year-old concern with this matter. We are sure that when you apprise yourself of the contents of the Environmental Assessment you will agree that the congressional purpose of NEPA has not been complied with, and we trust that you will do what you can to correct this deficiency. If the Monroe County Planning Board can be of any further assistance to you in providing you with additional information in this matter, please do not hesitate to contact us. Thank you for any consideration you can give to this matter.

Sincerely,

Martin A. Foos/mj

Martin A. Foos
Chairman

MAF/NLJ/jb
cc: Postmaster William Finn
Postmaster General E. T. Klassen
Assistant Postmaster General Robert E. Isaacs
Lucien Morin
Joseph Ferrari
Gene Molter
Angelo Chiarella
Ann Taylor
John Stainton
Enclosures

Copies also to: Hon. Conable, Javits, Buckley

EXHIBIT 73 — City of Rochester Memorandum from John Stainton to Elisa C. Freedman, City Manager, dated 11-24-75.

November 24, 1975

John Stainton, Commissioner, Community Development

Elisha C. Freedman, City Manager

Post Office Relocation

I understand you are meeting with Angelo Chiarella and will cover his concerns about the Post Office move.

Attached is the background correspondence from the City Planning Commission and the County Planning Board.

I further understand, based on Congressman Horton's letter (attached) that the Post Office will continue to use the downtown facility but on a reduced scale.

A number of downtown businessmen, the most vocal of whom has been Angelo, have strongly opposed the move. At this point it appears the A95 review procedd has not been properly followed and there is also a question about the environmental impact procedures.

At the various meetings I attended I have indicated that while the City is concerned about the loss of jobs from this location; nevertheless, as long as the Post Office is adamant about requiring at least 15 acres for an industrial type of facility with extensive surface parking of postal vehicles, that we had little interest in a tax exempt facility locating in a central area.

John Stainton

JS/saw
cc: S. Forbes

Attachments

EXHIBIT 74 — Newspaper article, Rochester Times-Union, 11-15-75.

TIMES UNION SAT. 11/15/75

New PO May Face Planner Challenge

By NANCY KREISLER

The new post office under construction at Jefferson Road and Saginaw Drive in Henrietta may run into problems at a meeting Monday of the Genesee-Finger Lakes Regional Planning Board.

A spokesman for the board said the U.S. Postal Service has not followed proper procedures in filing a review report, and has failed to file an environmental impact statement.

Under federal regulations in effect since 1966, any agency or municipality applying for federal funds must have its project reviewed by an agency with a regional viewpoint. The board is the agency in this area.

The board is meeting Monday afternoon at the Trenholm East Inn in Canandaigua.

Sources said the board may decide not to accept the review report submitted by the U.S. Postal Service, and may urge Monroe County, the City of Rochester and the Town of Henrietta to seek a preliminary injunction to stop construction on the building.

The City Planning Commission has said it's concerned about postal workers who may lose their jobs if the main post office, now at 216 Cumberland St., relocates in Henrietta. Under the current plan, the Cumberland Street office is expected to be used for customer services such as lock boxes, parcel post and stamp purchases, once the Henrietta office is completed.

Henrietta officials last year tried to block the Postal Service from building in Henrietta. They argued that the 340,000-square-foot facility, to be used primarily for sorting mail for the Rochester area, would deprive the town and the Rush-Henrietta school district of $800,000 a year in tax revenues. (The Post Office is tax-exempt.)

The officials urged the Postal Service to have private enterprise build the $22 million facility, and lease it to the Postal Service, but the idea was rejected.

The Regional Planning Board, in its comprehensive plan released earlier this year, also urged that the central post office be discouraged from relocating in Henrietta.

EXHIBIT 75 — Newspaper editorial, Rochester Times-Union, 1-13-76.

THE TIMES-UNION

Editorial Page

14A—Tuesday, January 13, 1976

Postal Facility Move: A Failure of Government

It may be too late to stop the move of the Postal Service's regional mail-sorting facilities from the city to Henrietta, but the situation offers useful lessons.

The most obvious is that the Postal Service is simply oblivious to any considerations other than its own convenience. The comment of the spokesman who asked, "Why should the city of Rochester care where we choose to sort our mail?" is appalling, insensitive and short-sighted.

The city of Rochester cares because it is the hub of the region and it is struggling to retain that role rather than let it be dissipated throughout an unfocused metropolitan area. The city is also struggling to prevent the northern sector of its central business district from becoming a wasteland.

A more serious lesson is the failure of the governments, particularly the planning units, to fulfill their obligations.

Rochester wanted to keep the facility; Henrietta fought the move because it would remove land from the tax rolls. Planners at local, county and regional level generally agreed. Yet they could not organize a concerted effort to stop the move.

The place for this effort to have been coordinated was plainly the Regional Planning Board. But the board played no role until this fall after construction had been started.

The excuse is that the regional board had no right of review over the plans when they were launched. Only recently did it obtain that right of review. In the absence of official notification,

'It should have received regional planning attention, whether legally required or not.'

"you can't expect us to know about everything that's going on," said the acting director of the board.

The board members and staff could have read the local newspapers, or watched local news programs, where items about the Postal Service plans began appearing two years ago. It was obviously a move with regional implications and should have immediately received regional planning attention, whether legally required or not.

Ironically, the Regional Planning Board now agrees and is paying close attention to the news — in fact, it says it became involved belatedly in the Postal Service controversy after reading newspaper articles about it.

But during the critical period the local and Monroe County planners and governments were left to wage the struggle by themselves. With the benefit of hindsight, it seems they should have prepared earlier to file the injunction they are contemplating now. At the least they should have insisted on getting the attention of the Regional Planning Board and mounting a real effort to confront the Postal Service.

The Postal Service decision may be irrevocable, or it may not. In any event, the episode should make our local, county and regional bodies realize they have an obligation to exercise the responsibilities they have been given.

EXHIBIT 76 — Newspaper article, Rochester Democrat and Chronicle, 1-15-76.

City lawsuit tries to cancel postal facility

By BOB MINZESHEIMER

The city of Rochester yesterday filed suit against the Postal Service to stop construction of a new postal facility in Henrietta.

The suit contends that the Postal Service violated federal environmental and planning regulations in deciding to move its main facility from downtown Rochester to Henrietta.

Construction of the $22 million project began in August and is scheduled for completion May 1977.

Lawyers for the city are scheduled on Jan. 26 to ask U.S. District Court Judge Harold Burke for a preliminary injunction to stop the project until the case is settled.

A postal spokesman declined comment on the suit yesterday, although postal officials previously discussed the issues it raises.

The question for the court is whether the Postal Service violated the National Environmental Protection Act by not preparing an environmental impact statement and by not submitting its plans to the Genesee-Finger Lakes Regional Planning Board. Local officials said the relocation would hurt the downtown area.

The case could decide whether the Postal Service, since 1971 a semi-independent agency of the executive branch, is required to follow regulations for other federal agencies.

It's considered a test case because, unlike most environmental issues, it doesn't question the impact of a new facility, but the effect of leaving an old building.

City Corporation Counsel [illegible] said the city's objective [illegible] Postal Service can't [illegible] but that it has to [illegible] concrete about the [illegible] downtown."

Postal officials have said [illegible] one-eighth of the building on Court-Exchange-land Street would be [illegible] week a spokesman [illegible] state now that the building [illegible] be surplus "as inoperable."

The city was joined in the suit by the regional planning board, but the city is paying the legal cost.

The case is being handled by a private lawyer, Thomas Dignan, because the city's law department didn't have the time or resources. Kaufman and Dignan is being paid $50 an hour, [illegible] but a final bill hasn't been determined.

The relocation plans have aroused local opposition since they were announced two years ago. City officials said moving 1,400 jobs to the suburbs

Turn to Page 2B

POSTAL

From Page 1B

would hurt downtown and limit minority employment.

Postal officials have said that they were unable to find a site large enough within the city for the new facility and that the Henrietta site best solved their transportation problems.

The legal question is whether an environmental study should have considered the relocation's impact on downtown Rochester and whether the plans should have been submitted to the planning board before construction started.

In an affidavit filed with the suit, John Stanton, the city's Community Development commissioner, said, the Postal Service's plans were "made without any consideration of what such a move may have on the human and business environment of the Rochester community."

Postal officials have contended that [illegible] only on Henrietta and concluded that the plans weren't "environmentally controversial."

The National Environmental Protection Act says that in major federal actions "significantly affecting the quality of the human environment" an impact statement must be prepared.

Such a statement reports the environmental impact of the project and discusses alternatives.

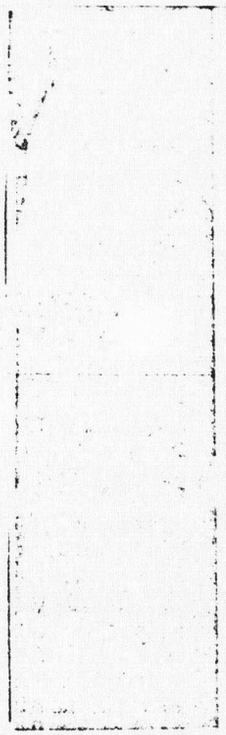
Russell Wylie, a postal spokesman, has said the plans were submitted to the regional planning board after they were requested last October and that the planners should have acted earlier.

Stuart Brown, deputy director of the Genesee planning program, said [illegible] the Postal Service's responsibility to submit its plans to the board.

In November the [illegible] board [illegible] the relocation project [illegible] goals, but by then construction had started. The board recommended that local governments bring the issue

BEST COPY AVAILABLE

EXHIBIT 77 — Newspaper article, Rochester Democrat and Chronicle, 1-11-76.



D&C photo by David Cook

building's foundation.

ost office

After 2 years, city attacking post office site

By BOB MINZESHEIMER

Two years after the Postal Service announced it would move its main facility out of downtown Rochester, city officials are preparing to request an injunction to stop the relocation.

Why the city is acting now — five months after construction started on the new postal center in Henrietta — is a study of public agencies working at cross purposes.

"Neither rain nor sleet nor hail could stop them (the Postal Service) from doing what they wanted to, no matter what that means to Rochester," said John Stainton, the city's Community Development Commissioner.

"We have to consider what's best for everyone," responded Russell Wylie, postal service spokesman in Washington, D.C. "We have to do what's best for the mail service. We can't please everyone."

Among those the Postal Service hasn't pleased are the Chamber of Commerce, the city planning commission, the Monroe County Planning Board, the Genesee-Finger Lakes Regional Planning Board and Henrietta town officials.

Among the unanswered questions are:

- Did the Postal Service ever consider the impact of its plans on anything other than the Postal Service?
- Is the Postal Service, a quasi-independent federal agency, required to follow federal environmental and planning regulations?

Both those questions may be answered in the suit brought by the city. Motions are expected to be heard within two weeks in Federal District Court.

Meanwhile, an examination of documents and interviews with the officials involved has revealed the following:

- Neither the Postal Service nor any other agency studied the economic and social impact of moving 1,400 postal employes out of downtown Rochester.
- The regional planning board filed its formal objections to the Postal Service plans after construction had started in Henrietta.
- The Postal Service commissioned an environmental study of its plans, but didn't show it to anyone outside the agency until it was requested eight months later.
- That study was started in the summer of 1974. In March of that year, Rep. Barber B. Conable Jr. wrote that the postal plans apparently were irreversible.
- Postal officials provided sketchy and at times contradictory information about the plans for the old downtown Post Office building.
- After those contradictions were pointed out by a reporter, a postal spokesman said that one statement given to the regional planning board was "inoperative."

"It's a disturbing situation," said Stuart Brown, deputy director of the Genesee-Finger Lakes Regional Planning Board.

He noted that while the planning board is funded primarily by federal money, the Postal Service, a federal agency, has ignored it.

"There's not enough money to go around for that to happen," he said.

• • •

The $22 million relocation project would shift the mail sorting center from 216 Cumberland St., near the Inner Loop, to the site at Jefferson Road and Saginaw Drive in Henrietta. The new building

Turn to Page 25

ROCHESTER DEMOCRAT AND CHRONICLE
Sunday, January 11, 1976

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he won't comment because media already has been e" in blowing the mice illips Village Apartments

urn to Page 4B

State proposals to expand jail visiting rights could prove a costly affair for Monroe County, Sheriff William M. Lombard said yesterday.

"I have no quarrel with any changes in regulations," Lombard said. "My concerns are limited to money.

"If the state's going to require changes that will require more staff, more facilities and expansions of programs, I just think the state should pay for the changes," Lombard said.

Lombard said that an architect has already looked at the visiting section of the Monroe County Jail to see what structural changes might be required by anticipated changes in visiting rules. A cost projection is pending.

Turn to Page 4B

BEST COPY AVAILABLE

EXHIBIT 77 — Newspaper article, Rochester Democrat and Chronicle, 1-11-76.

After 2 years, post office move is attacked

From Page 1B

is scheduled to be finished May 1977.

It's needed, postal officials said, to house new equipment that will improve mail delivery. The site was chosen, officials say, because it's large enough (43 acres) and is near major highways. The land cost $1.6 million.

Postal officials also minimize the impact of downtown Rochester. "It's negligible," Wylie said. "Why should the city of Rochester care where we choose to sort our mail?"

But city, county and regional planning officials said they have reasons to care.

"What the post office is doing threatens the effort to keep the city alive," said Brown of the regional planning board.

"It will have a psychological effect by leaving behind another virtually empty building. And no one knows what economic impact it will have or how those employes, many of whom are moderate or low income, will get to Henrietta."

"I know that cities have severe problems," Wylie said, "but so does the Postal Service. We're under tremendous pressure to cut our costs and the Henrietta site best met our needs. People in Rochester complain about postal increases too."

The dispute began as soon as the Postal Service announced two years ago it would move "somewhere" southwest of the city and leave only a customer service area at Cumberland Street.

On March 15, 1974 postal authorities from Washington met with city officials in Rochester to discuss the relocation.

Postal officials say that meeting is evidence that local officials were consulted, but that they were unable to provide a suitable alternative site within the city.

But Commissioner Staunton, who was there, said, "They essentially came in, said here's our program, thanked us and said we're moving to Henrietta.

"We requested information we never got. They showed no flexibility. They said they needed 40 acres and couldn't consider anything less."

Postal reports said five alternative sites within the city were considered, but all were unsuitable.

In the city planning bureau files is a list of seven possible sites for the new postal facility. The largest is 30 acres. The Postal Service said it needed about 36 acres for its new equipment and parking.

"Irreversible"

On March 26, 1974 — 11 days after the meeting with city officials — Rep. Conable wrote to a constituent: "It appears that the decision to locate a new postal facility in Henrietta is irreversible."

Since then and despite the objections of local planning agencies, the Postal Service has proceeded with its plans.

A $12 million construction contract was awarded last August. The steel work on the new building started going up in November.

"I don't understand why there's such a fuss now," Wylie said. "We didn't go into Henrietta under cover of darkness. Why are they asking these questions two years later?"

Staunton said the city is acting now because "there comes a time when you stop trying to deal and cooperate with someone if they have shown no cooperation toward you."

The city, county and regional planning boards got involved in the situation this summer after the construction contract was awarded and after they learned of the environmental Postal Service's assessment.

An environmental assessment is a preliminary study to determine whether a project is "environmentally controversial" and if a more complete study, culminating in the preparation of an environmental impact statement, is needed.

The Postal Service's assessment was that an impact statement wasn't needed. It considered only the relocation's impact on Henrietta.

For the next eight months, local officials didn't see that study.

"It was a negative assessment," Wiley said. "No further action was necessary. There was no effort to conceal anything."

Downtown impact?

The city, county and regional planning boards eventually found the assessment inadequate because it didn't consider the impact on downtown.

Regional planning officials said they repeatedly have been unable to get detailed information from the Postal Service and that the service ignored the federally mandated review process.

The planning board is supposed to review projects that involve federal funds or federal agencies to see if they fit in with regional plans.

The review of the Postal Service project wasn't conducted until this fall because the service never submitted their plans to the board, regional planners said.

Could the planning board have gotten involved earlier?

"You can't expect us to know about everything that's going on without the cooperation of the agencies," said deputy director Brown. "In this case it (the cooperation) wasn't there."

In response to questions from the planning board, John Kenyon, general manager of the Postal Service's real estate division, Eastern region, wrote that:

"Whenever the Postal Service locates the Mail Processing Facility on the periphery of a community of the size of Rochester, it is always conscious of the fact that the downtown area must continue to have the same financial and customer services it has been accustomed to."

But that, Brown said, isn't the issue.

"The issue is what does it mean economically and psychologically to have something that large move out of the city?"

"Inoperative"

As for the future of the building on Cumberland Street, postal officials have given varying answers.

In November, Kenyon wrote to the regional planning board that the building "most certainly will be responsive to the needs of the service" and would be offered to other agencies or sold.

City officials doubt a buyer could be found.

In October, however, John Litner of the Postal Service's Government Relations Department, wrote:

"The building will continue to be occupied in whole or in part by the Postal Service and the balance will be made available to other tenants."

Friday Donald Sauter, a spokesman at postal regional headquarters in Philadelphia said that Kenyon's statement is "inoperative." No explanation was given for the discrepancy.

Postal spokesman Wylie said the service has never acknowledged that as an independent agency it is required to submit to regional planning board review, although within the last year the service "has lived up to the spirit of the regulations."

"In 1971 we were made an independent agency of the executive branch so we could make decisions on our own without the encumbrances of the political process."

That point is to be contested in court.

"If we find that what's happened is that a federal agency has made ahead on its own judgment without fulfilling procedural and environmental requirements, that cannot stand," said Harry [illegible], attorney for Rep. Conable.

Both Conable and Rep. Frank Horton are [illegible] Wylie said

EXHIBIT 78 — Letter from Midtown Holdings Corporation to U.S. Postal Service, dated 3-11-74.

MIDTOWN HOLDINGS CORP.

300 MIDTOWN TOWER
ROCHESTER, NEW YORK 14604
AREA CODE 716 454 7570

March 11, 1974

RECEIVED
MAR 14 1974
GENESEE/FINGER LAKES
REGIONAL PLANNING BOARD

Mr. K. E. Isaacs
Assistant Postmaster General
Real Estate and Buildings Department
United States Postal Service
Washington, D. C. 20260

Dear Mr. Isaacs:

Thank you for your letter of February 28, in reply to my letter of concern to Postmaster General E. T. Klassen dated February 11, 1974.

I note the information regarding exploration of sites within the City with some interest. As former Chairman of the City Planning Commission, and the current Monroe County representative on the Genesee Finger Lakes Regional Planning Board, I find difficulty in understanding the inability to acquire a site of such size within the Central Business District, since we have such a large inventory of cleared land within our community at the present time.

Further, I am deeply concerned with your suggestion that the Genesee Expressway diversion from the Inner Loop mitigated against your giving further consideration to downtown sites. Recently, opponents of the planned Genesee Expressway apparently made a convincing enough case with our local elected officials to demonstrate that the Expressway was not required. It seems only fair to me that those advocates of the diversion of this length of the Genesee Expressway now communicate with you to explain their reasons as to why this diverstion should not affect your decision, and accordingly, I am forwarding copies of our communication to those involved.

It is my sincere hope that a reasonable process of communicating with the public, specifically, those most affected, can be implemented before this decision is finalized, and that we can look forward to some assurances on this matter.

Thank you.

Sincerely,

Angelo J. Chiarella
President

EXHIBIT 78 — Letter from Midtown Holdings Corporation to U.S. Postal Service, dated 3-11-74.

MIDTOWN PLAZA • MIDTOWN HOLDINGS CORP., ROCHESTER, N.Y. 14604

copies to:

Senator Jacob Javits
Senator J. Buckley
Representative B. Conable
Representative F. Horton
Mayor Thomas Ryan
Elisha Freedman - City Manager
Worth Holder - Chamber of Commerce
Ann Taylor - City Planning Commission
William Uptegrove - Monroe County Planning Council
Stuart Denslow - Genesee Finger Lakes Regional Planning Board
Thomas Frey - Assembly
Bernard Perry, Director - Department of Transportation
Paul Haney - City Council

EXHIBIT 78 — Letter from Midtown Holdings Corporation to U.S. Postal Service, dated 3-11-74.

ADMINISTRATION GROUP
Washington, DC 20260

RECEIVED
1974
MIDTOWN PLAZA

Mr. Angelo Chiarella
President
Midtown Holdings Corporation
300 Midtown Tower
Rochester, New York 14604

Dear Mr. Chiarella:

Postmaster General E. T. Klassen has asked me to reply to your letter of February 11, 1974, wherein you commented upon the location of the new Rochester General Mail Facility.

Real Estate representatives from both the Corps of Engineers and the Postal Service made visits to the City of Rochester Urban Renewal Office, Planning Commission and Engineering Department during the period from January to October 1973.

In our quest for possible sites of approximately 36 acres for this facility, five were considered within the downtown area. Two were too small, one had an environment improper for our use and the other two (Urban Renewal land) required excessive site preparation expense and were poorly located for our purposes. If the planned Genessee Expressway had not been diverted from the Inner Loop, we would have given further consideration to the Urban Renewal sites.

In order that customer services for the downtown area be maintained, our plan is to provide a new finance/lockbox and carrier station near the old Post Office.

I trust that the above facts will provide you with an understanding of why we did not locate the General Mail Facility in the downtown area.

Sincerely,

R. E. Isaacs
Assistant Postmaster General
Real Estate and Buildings Department

EXHIBIT 79 — Letter from Midtown Holdings Corporation to Rochester City Planning Commission, dated 5-6-74.

MIDTOWN HOLDINGS CORP.
300 MIDTOWN TOWER
ROCHESTER, NEW YORK 14604
AREA CODE 716 454 2070

RECEIVED
MAY 8 1974
GENESEE/FINGER LAKES
REGIONAL PLANNING BOARD

May 6, 1974

Re: Post Office Relocation

Mr. Nathan J. Robfogel, Chairman
City Planning Commission
700 Midtown Tower
Rochester, New York 14604

Dear Nick:

Attached is my file on the Post Office relocation correspondence. Because of its size, I am not duplicating it, but sending it intact. I would appreciate its return on completion of your deliberation.

It is my hope that the City Planning Commission will introduce and follow up on a resolution to City Council, urging that the facility be relocated within the Central Business District.

I note that the primary reason for the Post Office requirement of 35 acres is a one-level plan. There is a considerable body of planning talent that considers this method of space planning both wasteful and shortsighted. Two significant examples are the subdivision builders who promoted the early suburban sprawl, and the strip shopping center developers. Both gravitated to the expedient solution of available land and "practical" avoidance of problems, and both will, in the next decade, impose on their community extraordinary demands for curing the 'scatteration' problem.

It would seem that the Post Office could implement some vertical adaptation to the mechanization which they propose. To accept that Monroe County, with a population of 700,000, requires 35 acres implies that New York City would require almost 400 acres.

I also fail to see why the contemplated placement of a facility of this size should be "undisclosed" at this time. Are we saying that a major 35-acre facility, with heavy traffic-generating capability will be placed within a community without consultation or discussion on the Community and County Master Plan? If so, many people are wasting a lot of their good time on planning boards.

EXHIBIT 79 — Letter from Midtown Holdings Corporation to Rochester City Planning Commission, dated 5-6-74.

MIDTOWN PLAZA • MIDTOWN HOLDINGS CORP., ROCHESTER, N.Y. 14604

May 6, 1974

My involvement in this matter is that of a concerned citizen who has devoted a considerable amount of time to "planning", and who feels that having an abandoned (I hope we will be spared the rebuttal of a sub-station in the present facility) Post Office join an abandoned railroad station, J.Y.M.A., and an abandoned Eastman School, is not good for our community.

It is my sincere hope that the Commission will address itself to this problem, and also refer the matter via the appropriate City representative to the Monroe County Planning Council.

Sincerely,

Angelo J. Chiarella
President

&

cc: Mr. Robert Isaacs, United States Postal Service
Senator Jacob Javits
Senator James Buckley
Representative Barber Conable
Representative Frank Horton
Mayor Thomas Ryan
Elisha Freedman - City Manager
Worth Holder - Chamber of Commerce
Ann Taylor - City Planning Commission
William Uptegrove - Monroe County Planning Council
Stuart Denslow - Genesee Finger Lakes Regional Planning Board
Thomas Frey - Assembly
Bernard Perry - Director, Department of Transportation
Paul Haney - City Council

EXHIBIT 81 — U.S. Postal Service Memorandum, Distribution and Operation concept for Rochester facility, dated 8-26-70.

POST OFFICE DEPARTMENT

DATE: August 26, 1970

REPLY TO ATTN OF: [illegible]

SUBJECT: Planning for Major Facility Projects
Rochester, N.Y. & ANF La Guardia, N.Y.

P. O. CL.

TO:

Director
Utilization and Requirements Division
Bureau of Operations
Post Office Department
Washington, D. C. 20260

"Urgent"

In compliance with your letter of August 5, 1970, RAS:IRC:hh, we are transmitting herewith preliminary distribution and operations concepts for Rochester, New York (Revised 8/21/70) and La Guardia ANF, New York.

Related supplemental data will be forwarded as soon as possible.

H. D. Platt
Director, Post Office and
Delivery Services Division.

Enclosures:

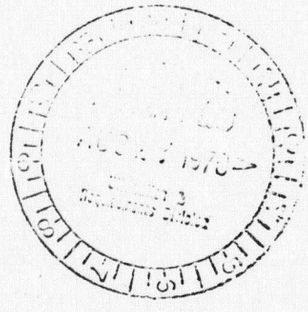


EXHIBIT 81 — U.S. Postal Service Memorandum, Distribution and Operation concept for Rochester facility, dated 8-26-70.

PRELIMINARY DISTRIBUTION & OPERATIONS CONCEPT
Main Office and Sectional Center Facility
Rochester, New York

(Revised August 21,1970)

I. Functions

A. Sectional Center providing area mail processing and serving 131 associate post offices. (See POD Publication 65, National Zip Code Directory.)

B. Main Office providing centralized mail distribution, finance and lock box service.

C. Vehicle Maintenance Facility for Government-owned vehicles assigned to Rochester and perimeter offices.

D. Indoor storage for Government-owned post office vehicles.

II. Distribution Activities

A. Incoming Mail - All classes.

1. Distribution of all classes of mail to associate post offices served by Rochester in its capacity as Sectional Center.

2. Complete distribution of all mails for delivery within the Rochester delivery area.

B. Outgoing Mails (Including all classes of outgoing mails from associated offices, except parcel post.)

State	Class of Mail	Type of Distribution
New York	All, except PP	State Scheme
Connecticut	Pref	Zip Code
Maine	Pref	Zip Code
Massachusettes	Pref	Zip Code
New Hampshire	Pref	Zip Code
New Jersey	Pref	Zip Code
Pennsylvania	Pref	Zip Code
Rhode Island	Pref	Zip Code
Vermont	Pref	Zip Code
All other states	Pref	Distribute in single handling and dispatch stated packages to designated State Distribution Centers.
City		
New York City	Pref	Zip Code

EXHIBIT 81 — U.S. Postal Service Memorandum, Distribution and Operation concept for Rochester facility, dated 8-26-70.

ALL STATES	PARCEL POST	Dispatch to designated Bulk Mail Facility.
ALL OTHER STATES	CIRCS & PAPERS	Dispatch to designated massing points.

NOTE 1. Although this concept anticipates a Bulk Mail Facility at some other point, it is planned to make volume counts of all parcel post so that this information will be available in case it is needed.

NOTE 2. ZIP Code Distribution - Provide separations for:

a) Warranted directs and SCFS

b) Residue to massing points designated by receiving Region.

NOTE 3. Associate offices will dispatch all classes of outgoing mail to the SCF in accordance with Area Mail Processing. Parcel Post will be consolidated at the SCF and dispatched to the Bulk Mail Facility for distribution.

III. Delivery Activities

1. Letter carrier routes serving Zip Code areas 14605, 14607, 14620 and 14621 will emanate from this facility. Present ZIP Code areas will remain the same.

2. All parcel post routes, not affected by motorized carrier delivery, special delivery and collection routes will emanate from new facility.

IV. Facilities Affected

1. Until a site for the new facility is controlled and for information of the postal inspector conducting the space and mail volume investigation, it must be assumed that the present Federal Building housing main post office will be completely abandoned. After a site for the new facility has been controlled, a decision will be made whether a classified finance and carrier station should be retained in the Federal Building now housing themain post office.

2. The Federal Building now housing the Vehicle Maintenance Facility will be abandoned, unless a decision is made later to use it for parking Government-owned vehicles indoors. However, for information of the postal inspector conducting the space and mail volume investigation, it must be assumed that the present Federal Building housing the VMF will be completely abandoned.

EXHIBIT 81 — U.S. Postal Service Memorandum, Distribution and Operation concept for Rochester facility, dated 8-26-70.

3. Temporary SCF consisting of 52,500 square feet with lease expiration date of December 31, 1973 and annual rental of $127,893 will be discontinued.

V. Preferred Site Area

From a point starting at the intersection of Dewey Avenue and Emerson Street and proceeding easterly on Emerson Street across Lake Avenue and the Genesee River to Clifford Avenue, easterly on Clifford Avenue to Goodman Street North. Proceeding southerly on Goodman Street North, which then becomes Goodman Street South to Monroe Avenue. Westerly on Monroe Avenue to Alexander Street to Mt. Hope Avenue to Clarissa Street. Continuing in a westerly and then northerly direction on Clarissa Street to Main Street West and North on Broad Street to Lyell Avenue, continuing northerly on Dewey Avenue to point of beginning at Emerson Street.

A site within this perimeter will be easily accessible to the"inner loop." The "inner loop" in turn, leads to all expressways going east, south and west of the City of Rochester and also will be easily accessible to the Monroe County Airport.

EXHIBIT 81 — U.S. Postal Service Memorandum, Distribution and Operation concept for Rochester facility, dated 8-26-70.

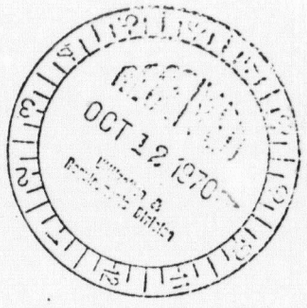
POST OFFICE DEPARTMENT

DATE: October 9, 1970

REPLY TO
ATTN OF: 225:RED:gb

P. O. CL:

SUBJECT: Rochester, New York
TO: Supplemental Data and Form 4609



Director
Utilization and Requirements Division
Bureau of Operations
Post Office Department
Washington, D. C. 20260

Attn: Mr. R. E. Poole

Further reference is had to our memorandum of August 26, 1970 wherein the preliminary distribution and operations concept was transmitted to your office.

Submitted herewith is the Supplemental Data and Form 4609 developed for the Rochester, New York Facility.

H. E. Platt
Director, Post Office and
Delivery Services Division

Encl:
Suppl. Data
Form 4609

EXHIBIT 81 — U.S. Postal Service Memorandum, Distribution and Operation concept for Rochester facility, dated 8-26-70.

February 27, 1968
(Revised 3-15-68)
(Revised 5-13-68)
(Revised 10-9-70)

Supplemental Information

for the

Preliminary Distribution and Operations Concept

Rochester, New York

Main Office and Sectional Center Facility

1. Probable changes in rail transportation affecting SCF Rochester will be that first class mail will primarily be received and dispatched via certified air carrier and air taxi, preferential and bulk class mail will primarily be received and dispatched via highway and/or TOFC operations.

2. The 30", 40" and 50" high dock spaces required at one time for over-the road trailers and trucks for ten and twenty-year periods are as follows:

Platform Height	10 Years	20 Years
50"	12	12
40"	16	16
30"	NONE	NONE

3. List of star routes which will use 50" and 40" high platform spaces is on attachement No. 1.

4. An hourly 24-hour breakdown of arrivals and departures of all star routes serving Rochester SCF for the next 10 and 20 year periods is contained in attachement No. 2.

5. Eight (8) away from the platform parking spaces will be required for over-the-road equipment awaiting processing.

6. Mail bag storage requirements are as follows:

Ten Year	Twenty Years
1000 square feet	1000 square feet

7. Over-the-road truck scales are not required.

8. Flat-bed trucks requiring a 45" high platform will move mail to and from stations, branches and depots, etc., using containers for parcel post and tray carts for letter mail.

EXHIBIT 81 — U.S. Postal Service Memorandum, Distribution and Operation concept for Rochester facility, dated 8-26-70.

February 27, 1968

Rochester, N.Y. - Main Office & SCF
Supplemental Information for Preliminary D & O Concept

9. No space will be required for customs or International Exchange.

10. A list of workroom equipment recommended for use in developing space requirements is indicated on attachment No. 3.-

11. It is planned to motorize the following non-walkout carrier, routes, thereby requiring parking space for the vehicles:

10 Years	20 Years
100 routes	120 routes

12. Plans for radio communication between the Vehicle Dispatch Office, Vehicle Operations Analysts and Road Mechanic should be included.

13. There will be no change to organization structure or supervisory complement.

14. It is not contemplated there will be need for office space for a Real Estate Officer.

15. An office for a Civil Service Examiner will be required.

16. In addition, space will be required for a Civil Service Examination Room to accommodate fifty-five(55) competitors at one sitting. This space will also include a clothing rack for the applicants and a desk and supply cabinet for the proctor.

17. Office space for one Postal Service Officer will be required.

18. Rochester will continue to function as an Area Maintenance Office. A complete maintenance support area will be required consisten with the gross building area and degree of mechanization to be provided.

BEST COPY AVAILABLE

EXHIBIT 81 — U.S. Postal Service Memorandum, Distribution and Operation concept for Rochester facility, dated 8-26-70.

ATTACHMENT NO. 1
REVISED OCTOBER 5, 1970

SCF Rochester, N. Y. - Inter SCF Service
50" High Platform

Basic	Fourteen-Years	Twenty-Four Years
$Rochester-Syracuse	Same	Same

$ Tractor trailer shuttle service to exchange Parcel Post incoming and outgoing with Bulk Mail Facility.

INTRA ROUTES
40" High Platform

Rochester-Webster	Same	Same
Rochester-Wolcott		
Rochester-Newark		
Rochester-Fairport		
Rochester-Clyde		
Rochester-Penn Yan		
Rochester-Geneva		
Rochester-Canandiagua		
Rochester-Dansville		
Rochester-Wayland		
Rochester-Warsaw		
Rochester-Albion		
Rochester-Knowlesville		
Rochester-South Byron		
Rochester-Waterport		
Rochester-Linwood		

BEST COPY AVAILABLE

EXHIBIT 81 — U.S. Postal Service Memorandum, Distribution and Operation concept for Rochester facility, dated 8-26-70.

ATTACHMENT NO. 2
REVISED OCTOBER 5, 1970

SCF ROCHESTER, N. Y. - STAR ROUTES

INTRA ROUTES 40" High Platform							INTER ROUTES 50" High Platform					
Basic		10-Yrs.		20-Yrs.			Basic		10-Yrs.		20-Yrs.	
Out-	In	Out	In	Out	In		Out	In	Out	In	Out	In
1	1	1	1	1	1	0001-0100	3	8	3	8	4	8
						0101-0200	2	6	2	6	2	6
						0201-0300	2	2	2	2	2	2
	1		1		1	0301-0400	2	5	1	5	2	6
	4		4		4	0401-0500	1	4	2	5	2	6
2	2	2	2	2	2	0501-0600	2	4	2	4	2	6
2	6	2	6	2	6	0601-0700	1	1	1	2	1	2
1	4	1	4	1	4	0701-0800	1	1		1		1
2		2		2		0801-0900		1		2		2
						0901-1000	1		1		1	
1		1		1		1001-1100	3	3	2	2	1	2
7	1	7	1	7	1	1101-1200	2	4	1	3	1	3
3	4	3	4	3	4	1201-1300	1	1	1	3	1	3
1	6	1	6	1	6	1301-1400						
1	2	1	2	1	2	1401-1500						
						1501-1600	2		1	1	1	1
	2		2		2	1601-1700	2		2	2	4	3
1		1		1		1701-1800	2	2	3	2	4	3
5		5		5		1801-1900	3	1	4	2	4	3
9	5	10	6	10	6	1901-2000	3	2	4	3	5	4
1		1		1		2001-2100	3	1	5	2	6	3
1		1		1		2101-2200	4	4	5	4	6	4
						2201-2300	6	4	6	4	6	4
						2301-2400	4	2	5	2	6	3

EXHIBIT 81 — U.S. Postal Service Memorandum, Distribution and Operation concept for Rochester facility, dated 8-26-70.

Attachment No. 3
February 18, 1970

Rochester, New York
Main Office and SCF

List of recommended equipment for use in developing space requirements:

Item No.	Description	Number of Separations	Type
	Outgoing Division		
80	Letter Primary	49	Open Back
79	Letter Secondary	49	Closed Back
79-77	Letter Secondary	77	Closed Back
22	Flat Primary	72	Closed Back
22	Flat Secondary	72	Closed Back
	Sectional Center		
79-77	A-L & M-Z Letters	77	Closed Back
22	A-L & M-Z Flats	72	Closed Back
	Incoming Division		
80	Letter Primary	49	Open Back
79	Letter Secondary	49	Closed Back
106	Stations 4,5,7,20,21,Letter Secondary	80	Open Back
109-D	Flat Primary	42	Open Back
107-B-C-D	Flat Secondary	30-36-42	Closed Back
109-B-D	Stations 4,5,7,20,21,Flat Secondary	30-42	Open Back
22	Box Section Flats	72	Closed Back
--	Outgoing PP, Mezzanine-type Primary System as at present		
86-45	Portable Conveyor (Modified), Incoming Parcel Post		
86-35	" " Culling for Edger-Stacker		
89-25	" " Meter Break-Up		
89-25	" " City Pouch Opening Unit		
89-25	" " Incoming 2nd & 3rd-Class		
89-25	" " Incoming SP&R's		
89-17	" " SCF A-L Ord. Papers		
89-17	" " SCF M-Z Ord. Papers		
89-25	" " SCF Newspapers & Spe. Del. PP		
L-20	Loading & Unloading Conveyors		
	Facer - Cancelers (Quantity 3)		
	Edger - Stackers (Quantity 3)		

EXHIBIT 81 — U.S. Postal Service Memorandum, Distribution and Operation concept for Rochester facility, dated 8-26-70.

[illegible] TYPE REGIONAL POST-VEHICLE MAINTENANCE FACILITY

Rochester, New York 14623

SECTION A - VEHICLE INVENTORY - EXISTING AND PROJECTED T - Tractor

LOCATION VEHICLE FLEET (If VMF Station Perimeter)	MAINT. LEVEL	MILES TO POST/VMF	MILES TO FEEDER POST/VMF	LIGHT VEHICLES NOA	LIGHT VEHICLES 5 YRS	LIGHT VEHICLES 10 YRS	1 2 - 3 4 AND 1 TON NOA	1 2 - 3 4 AND 1 TON 5 YRS	1 2 - 3 4 AND 1 TON 10 YRS	2 - 2½ 2 AND 5 TON NOA	2 - 2½ 2 AND 5 TON 5 YRS	2 - 2½ 2 AND 5 TON 10 YRS	TRAILER T TR	T TP	T TR
MAIN VMF BASED	A			29	112	136	67	60	55	17	23	28	1-3	3-9	4-12
AUXILIARY VMF															
STATIONS AND PERIMETER BASED (List stations first, perimeter next)															
Twelve Corners	A		4.5	20	23	29	2	2	2						
Irondequoit	A		4.0	17	25	30	-	1	2						
West Gate	A		5.1	9	12	15	12	14	16						
South Town	A		6.4	9	12	15	2	4	6		2	3			
West Ridge	A		4.2	13	17	22	12	14	16						
Panorama	A		6.3	14	17	22	-	3	6						
Lyell	A		2.8	20	25	29	2	3	7						
Blackwood	A		3.0	10	12	15	3	1	2						
Pt. Pleasant	A		7.0	15	18	22	1	2	2						
Brighton	A		3.1	3	5	7	-	5	6						
Charlotte	A		7.3	21	25	30	1	3	5						
Greece	A		8.3	29	33	37	-	3	5						
Ridgemont	A		9.0	16	20	23	1	3	5		2	3			
Albion	C		37				1	1	1						
Brockport	C		23				3	5	7						
Canandaigua	C		31				5	7	9						
Clyde	C		46				1	1	1						
Dansville	C		47				1	1	1						
E. Rochester	B&C		9				2	2	2						
Fairport	B&C		7				2	2	2						
LeRoy	C		28				1	1	1						
Lyons	C		39				1	1	1						
Newark	C		32				2	2	2						
Palmyra	B&C		24				1	1	1						
TOTALS							Continued on 2nd Sheet								

(Maintenance Performed: If A, B, C, H enter "A"; if B, C, H enter "B"; if C, H enter "C"; if HEAVY REPAIR enter "H".

TYPE VMF REQUESTED (If typical A, B, C, D, E is requested, disregard items 1, 2 and 3 on reverse.)

☐ A ☐ B ☐ C ☐ D ☐ E

ANTICIPATED NET SAVINGS OR LOSS ANNUALLY (From Form 4610)

REMARKS

DATE PREPARED	PREPARED BY (Chief, Vehicle Maintenance Branch)	DATE APPROVED	APPROVED BY (Director, Transportation and Facilities)
AUG 26 1970	[illegible]	8/31/70	John J. Doyle
DATE COORDINATED	COORDINATED (Asst., Postal Operations Div.)	DATE APPROVED	APPROVED BY (Regional Director)
	[illegible]	9/4/70	H. R. Lorsen

POD Form 4609
Jan. 1968

(Over)

EXHIBIT 81 — U.S. Postal Service Memorandum, Distribution and Operation concept for Rochester facility, dated 8-26-70.

SECTION B—SPACE REQUIREMENTS

ITEMS	NOW NO.	NOW TOTAL SQ. FT.	10 YEARS NO.	10 YEARS TOTAL SQ. FT.	20 YEARS NO.	20 YEARS TOTAL SQ. FT.	TOTAL NET AREA FOR NOW	TOTAL NET AREA FOR 10 YEARS	TOTAL NET AREA FOR 20 YEARS
1. MAINTENANCE AREA									
GENERAL REPAIR BAYS	6	2520	16	8000	19	9500			
LUBRICATION BAYS	1	500	2	1000	2	1000			
QUICK SERVICE BAYS	0	0	2	1000	2	1000			
TRANSMISSION BAYS	0	0	0	0	0	0			
BODY SHOP	1	600	1	1000	1	1000			
PAINT SHOP (Justify separately)	1	600	1	1000	1	1000			
WASH RACK	1	500	1	1200	1	1200*			
STEAM CLEAN	0	0	0	0	0	0			
TOTAL							4720	13200	14700
2. SUPPORT AREA									
STOCK AND TOOL ROOM		800		1700					
BATTERY ROOM		100		150		150			
TRANSMISSION REPAIR									
TIRE REPAIR		700		500		600			
EQUIPMENT STORAGE		450		500		500			
TRAINING ROOM				550		550			
JUNK ROOM				250		250			
UTILITIES ROOM				400		400			
JANITOR CLOSET		75		50		50			
TOTAL							2125	4100	4200
3. ADMINISTRATIVE	EMPLS. TOT.	EMPLS. PK.		EMPLS. TOT.	EMPLS. PK.		EMPLS. TOT.	EMPLS. PK.	
GENERAL OFFICE	2	2	350	3	2	200	3	3	300
SUPT. MAINTENANCE	1	1	100	1	1	200	1	1	200
CHIEF MECHANIC	0	0		1	1	200	1	1	200
CHIEF OF SUPPLIES → Storekeeper	1	0	100	1	1	200	1	1	200
FOREMAN OR MECH. IN CHARGE	1	1	100	3	1	100	3	2	200
MECH./GAR. SMNG AND LOCKER	14	8	800	41	25	900	47	27	900
TOILET AND SHOWER	14	8	300	41	25	400	47	27	400
TOTAL	19	12		50	31		58	35	
							1750	2200	2400
TOTAL—NET INTERIOR (1+2+3)							8595	19500	21300
INDOOR STORAGE (Justify separately)									

EQUIPMENT

LIFTS REQUIRED (Specify location in narrative)		ENGINE PREHEATER OUTLETS	
10 YEARS	20 YEARS	TRUCKS	TRACTORS
8	10		

NO. OF GAS TANKS	CAPACITY OF EACH TANK	NO. OF GAS PUMPS	OIL STORAGE (Capacity)	WASTE OIL (Capacity)
2	5000	2	2 - 550 gal tank	550
NO. OF DIESEL TANKS	CAPACITY OF EACH TANK	NO. OF DIESEL PUMPS		
1	5000	1		

REMARKS

Drive-through automatic truck washer should be located just inside of the entrance to indoor parking area. A canopy is required over the outdoor gasoline island. Indoor storage is justified at Rochester, New York because this area is in the heart of the snow belt area and meets all climatological factors prescribed.

EXHIBIT 81 — U.S. Postal Service Memorandum, Distribution and Operation concept for Rochester facility, dated 8-26-70.

POST OFFICE DEPARTMENT

ANALYSIS REQUEST - VEHICLE MAINTENANCE FACILITY

CHECK AS APPROPRIATE: NEW ☐ REPLACEMENT ☐

CITY, STATE, ZIP: Rochester, New York 14603

AUXILIARY VMF ☐ MAIN VMF ☐ (Usually established at 8 VMF or facilities in regional headquarters cities of 1 million population)

SECTION A - VEHICLE INVENTORY - EXISTING AND PROJECTED — T-Tractor TR-Trailer

LOCATION VEHICLE FLEET (VMF Stations, Perimeter)	MAINT. LEVEL	MILES TO: NEXT HIGHER VMF	MILES TO: NEAREST OTHER VMF	LIGHT VEHICLES NOW	LIGHT VEHICLES 10 YRS	LIGHT VEHICLES 20 YRS	1 2 - 3 4 AND 1 TON NOW	1 2 - 3 4 AND 1 TON 10 YRS	1 2 - 3 4 AND 1 TON 20 YRS	2 - 2½ 2 AND 5 TON NOW	2 - 2½ 2 AND 5 TON 10 YRS	2 - 2½ 2 AND 5 TON 20 YRS	OTHER T TR NOW	OTHER T TR 10 YRS	OTHER T TR 20 YRS
MAIN VMF BASED															
AUXILIARY VMF															
STATIONS AND PERIMETER BASED (List stations first, perimeter next)															
Penfield	B&C		5				3	5	7						
Penn Yan	C		57				1	1	1						
Pittsford	B&C		8				7	11	20						
Victor	B&C		17				2	2	2						
Webster	B&C		17				13	19	25						
TOTALS				225	356	432	149	180	218	17	27	34	1-3	3-9	4-12

[1]Maintenance Performed: If A, B, C, H enter "A"; if B, C, H enter "B"; if C, H enter "C"; if HEAVY REPAIR enter "H".

TYPE VMF REQUESTED (If typical A, B, C, D, E is requested, disregard items 1, 2 and 3 on reverse.)

☐ A ☐ B ☐ C ☐ D ☐ E

ANTICIPATED NET SAVINGS (OR LOSS) ANNUALLY (From Form 4610)

REMARKS

There are two GSA sedans and four maintenance miscellaneous vehicles assigned to the Rochester, New York office. It is estimated that this will increase to seven in ten years and eight in 20 years.

DATE PREPARED	PREPARED BY (Chief, Vehicle Maintenance Branch)	DATE APPROVED	APPROVED (Dir., Transportation and Facilities)
AUG 26 1970	[signature]	8/31/70	[signature]
DATE COORDINATED	COORDINATED (Dir., Postal Operations Div.)	DATE APPROVED	APPROVED (Regional Director)
	[signature]	9/4/70	[signature]

POD Form 4607
Jan. 1968

(Over)

EXHIBIT 82 – U.S. Postal Service Memorandum containing information pertaining to Rochester main post office, dated 12-17-70.

Rochester, N.Y. 14603
OFFICE AND ZIP CODE

December 17, 1970
DATE

Main Post Office 14603
POSTAL UNIT AND ZIP CODE

216 Cumberland Street
LOCATION OF UNIT

TYPE OF OPERATIONS:		GROSS RECEIPTS:	
CARRIER DELIVERY STA.	x	10 YRS AGO	$ 6,946,879.06
BOX AND FINANCE UNIT	x	5 YRS AGO	6,315,130.31
FINANCE UNIT		2 YRS AGO	6,748,926.46
DISTRIBUTION (IF ANY)	Incoming & Outgoing	LAST YEAR	7,003,040.87

COMPLEMENT

SUPERVISORS	REG CLERKS	SUB CLERKS	REG CITY CARRIERS	SUB CARRIERS
77	476	74	36	53

REG MAIL HAND.	SUB MAIL HAND.	REG S.D.MESS.	SUB S.D. MESS.	RURAL CARRIERS
136	16	28	13	0

OTHER (LIST BY JOB TITLE)
SEE ATTACHMENT)

QUARTERS

LEASED No
RENTAL NA
LEASE EXPIRES NA
ADVANCE NOTICE REQUIRED TO RENEW LEASE OR EXERCISE OF OPTION

GOVERNMENT OWNED GSA Bldg
DATE CONSTRUCTED 1932
DATE OF ADDITIONS (AND EXTENT) None
PART OCCUPIED BY P.O.: All

ADEQUACY OF QUARTERS: Inadequate
CONDITION OF QUARTERS: Good
CAN BUILDING BE EXTENDED (OR ADDITIONAL SPACE OBTAINED) No

POPULATION SERVED:

10 YEARS AGO	136,000	PRESENT	153,000
10 YEARS HENCE	160,000	20 YEARS HENCE	170,000

CHARACTER OF AREA From poor to excellent
PRINCIPAL SOURCES OF REVENUE Approximately 70% Business Patron Meter principal source.

(SEE REVERSE FOR ANY COMMENTS)

EXHIBIT 82 — U.S. Postal Service Memorandum containing information pertaining to Rochester main post office, dated 12-17-70.

TITLE	LEVEL	NUMBER OF POSITIONS
Claims Clerk, Paying Office	6	1
Distribution & Dispatch Expediter	6	5
Distribution & Window Clerk	5	11
General Clerk	5	15
Information Clerk	6	1
Personnel Assistant	6	2
Personnel Clerk	5	1
Claims & Inquiry Clerk	5	4
Complaints & Inquiry Clerk	5	1
Drafting Clerk	5	1
Office Clerk, Vehicle Opr.	5	1
Clerk, Vehicle Dispatching	5	1
Scheme Examiner	6	1
Secretary	6	1
Special Distribution Clerk	6	1
Postal Source Data Technician	6	25
Bulk Mail Technician	6	1
Highway Transportation Clerk	6	1
Ramp Clerk, Air Mail	6	4
Safety Assistant	6	1
Stamp Supply Clerk	6	1
Window Clerks	5	9
Clerk Stenos	5	9
		98

EXHIBIT 82 — U.S. Postal Service Memorandum containing information pertaining to Rochester main post office, dated 12-17-70.

Rochester, N.Y. 14603
OFFICE AND ZIP CODE

December 17, 1970
DATE

Vehicle Maintenance Facility 14603
POSTAL UNIT AND ZIP CODE

216 Cumberland Street
LOCATION OF UNIT

TYPE OF OPERATIONS:

CARRIER DELIVERY STA.	NA
BOX AND FINANCE UNIT	NA
FINANCE UNIT	NA
DISTRIBUTION (IF ANY)	NA

GROSS RECEIPTS:

10 YRS AGO	NA
5 YRS AGO	NA
2 YRS AGO	NA
LAST YEAR	NA

COMPLEMENT

SUPERVISORS	REG CLERKS	SUB CLERKS	REG CITY CARRIERS	SUB CARRIERS
6				

REG MAIL HAND.	SUB MAIL HAND.	REG S.D.MESS.	SUB S.D. MESS.	RURAL CARRIERS

OTHER (LIST BY JOB TITLE)

2 Vehicle Maint. Analyst, PFS-7
2 Body & Fender Men PFS-7
16 Auto. Mechanic, PFS-6
1 Painter, PFS-6
1 Storekeeper, PFS-6
2 General Clks, PFS-5
1 Tireman, PFS-5
2 Junior Mech, PFS-5
8 Garageman, PFS-4

QUARTERS

LEASED NA

RENTAL NA

LEASE EXPIRES NA

GOVERNMENT OWNED GSA Bldg

DATE CONSTRUCTED 1932

DATE OF ADDITIONS (AND EXTENT) None

ADVANCE NOTICE REQUIRED TO RENEW LEASE OR EXERCISE OF OPTION

PART OCCUPIED BY P.O.: All

ADEQUACY OF QUARTERS: Inadequate

CONDITION OF QUARTERS: Good

CAN BUILDING BE EXTENDED (OR ADDITIONAL SPACE OBTAINED) No

POPULATION SERVED:

10 YEARS AGO NA

PRESENT

10 YEARS HENCE

20 YEARS HENCE

CHARACTER OF AREA

PRINCIPAL SOURCES OF REVENUE

(SEE REVERSE FOR ANY COMMENTS)

EXHIBIT 82 — U.S. Postal Service Memorandum containing information pertaining to Rochester main post office, dated 12-17-70.

Description of Present Vehicle Maintenance Facility

1. Age of Building - 38 years old.
2. Lease Term - Federal Building.
3. Annual Rent - None.
4. Condition of Building - Good.
5. Net Interior Space Utilized by VMF - 21,823 sq. ft.
6. Net Work Room Space - Approximately 15,000 sq. ft.
7. Mechanization - N.A.
8. Enlargement Possibilities - None.
9. Environmental Deficiencies.
   a. Safety.
      1. Structual Defects - None known.
      2. Fire Hazards - None known.
   b. Heating and Cooling.
      1. Heating is adequate, however there is no air conditioning on the work room floor.
   c. Lighting - Inadequate.
   d. Sanitary - Building kept clean and neat and the interior has been recently painted.
   e. Space.
      1. Work room inadequate. Several years ago this office was repairing and maintaining 152 vehicles. Today, our vehicle fleet has increased to 426 vehicles, and in addition, we service and maintain vehicles from 17 perimeter post offices. Because of the critical limited parking facilities in this area vehicles are parked in the street thereby creating additional safety hazards.

         Vehicle traffic, outside and inside is also bad, especially

EXHIBIT 82 — U.S. Postal Service Memorandum containing information pertaining to Rochester main post office, dated 12-17-70.

in the aisle between mechanics' area and vehicles to be serviced. During the evening when vehicles are parked outside the garage, and there is a snow storm, it is difficult to snow plow this area and difficult to move these vehicles. Outside parking causes delay of mails due to starting problems and ice and snow removal in the winter time. An additional parking space is rented on Ormond Street for about 32 vehicles.

The space for parking and pulling out at the dock was built for Model A trucks. When our 5-ton vehicles are parked at the dock there is just enough clearance between the dock and garage building. Also, when there is a snow storm trucks are in line waiting their turn to unload their mail at the dock. Since the trailer's loading dock was built there has been less room for parking at the dock.

2. Locker rooms - very inadequate. The facility was originally intended for approximately 20 to 30 employees. We now have approximately 80 employees in this facility.
3. Lunchroom - inadequate. (Same reason as #2).
4. Toilets - inadequate. (Same reason as #2).
5. Offices/Stockrooms - Inadequate.
6. Storage - Inadequate.
7. Parking - Critical. As we pointed out, in addition to not having any parking facilities for employees, our fleet of vehicles are parked in the street or in open areas and vandalism is a serious problem.

f. Access for employees to and from building - Fair.

g. Public transportation - None available during the night.

h. Access for all vehicles to and from site - Critical. Traffic is

EXHIBIT 82 — U.S. Postal Service Memorandum containing information pertaining to Rochester main post office, dated 12-17-70.

very heavy around this post office area since we are situated on a frontage road of the inner loop. Our vehicle traffic has to drive into this traffic making it very hazardous for our motor vehicle operators. The road between the post office and the VMF is used as a common driveway by patrons and employees alike, making this area also very hazardous.

EXHIBIT 82 — U.S. Postal Service Memorandum containing information pertaining to Rochester main post office, dated 12-17-70.

Rochester, N.Y. 14603
OFFICE AND ZIP CODE

December 17, 1970
DATE

Rochester Sectional Center 14603
POSTAL UNIT AND ZIP CODE

2340 Brighton-Henrietta Town Line Road
LOCATION OF UNIT

TYPE OF OPERATIONS:

CARRIER DELIVERY STA. No
BOX AND FINANCE UNIT No
FINANCE UNIT No
DISTRIBUTION (IF ANY) All 2nd,3rd,4th Class. Plus all 1st,2nd,3rd,4th to Zip Codes 144 & 145

GROSS RECEIPTS:

10 YRS AGO NA
5 YRS AGO NA
2 YRS AGO NA
LAST YEAR NA

COMPLEMENT

SUPERVISORS	REG CLERKS	SUB CLERKS	REG CITY CARRIERS	SUB CARRIERS
9	135	7		

REG MAIL HAND.	SUB MAIL HAND.	REG S.D.MESS.	SUB S.D. MESS.	RURAL CARRIERS
51	15			

OTHER (LIST BY JOB TITLE)

QUARTERS

LEASED 1/1/69
RENTAL $127,893.69 per annum
LEASE EXPIRES 12/31/73

GOVERNMENT OWNED NA
DATE CONSTRUCTED 1968
DATE OF ADDITIONS (AND EXTENT) None

ADVANCE NOTICE REQUIRED TO RENEW LEASE OR EXERCISE OF OPTION 60 days

PART OCCUPIED BY P.O.: All

ADEQUACY OF QUARTERS: Adequate

CONDITION OF QUARTERS: Very Good

CAN BUILDING BE EXTENDED (OR ADDITIONAL SPACE OBTAINED) No

POPULATION SERVED:

10 YEARS AGO NA
PRESENT NA
10 YEARS HENCE NA
20 YEARS HENCE NA

CHARACTER OF AREA NA

PRINCIPAL SOURCES OF REVENUE NA

(SEE REVERSE FOR ANY COMMENTS)

EXHIBIT 82 — U.S. Postal Service Memorandum containing information pertaining to Rochester main post office, dated 12-17-70.

Description of Rochester, New York Sectional Center Facility

1. Age of building - 2 years old.

2. Term lease - lease expires 12/31/73 with renewal options.

3. Annual rent - $127,893.69 per annum.

4. Condition of building - Good.

5. Net interior space utilized by SCF - 52,500 sq. ft.

6. Net work room space - Approximately 45,000 sq. ft.

7. Platform - 13,725 sq. ft.

8. Mechanization:

Portable conveyors:

4 Model 89 -25'
2 Model L -16'
2 Model 86-1 - 35'
4 Model 89 - 17'
3 Model L - 20'
1 Model 451-1 - 11'
1 Model G-11 - 11'
3 Model G-16 - S20E

7 Twine Tying Machines
1 Canceling Machine
1 Hamper Dumper
1 Fork Lift Truck

9. Enlargement Possibilities - Some land is still available south of the facility up to the Brighton-Henrietta Town Line Road.

10. Environmental Deficiencies.

a. Safety

1. Structual Defects - None known.

2. Fire hazards - Proper fire prevention equipment has been installed.

b. Heating and Cooling.

1. Heating is adequate, however, there is no protection for employees working on the dock areas. No air conditioning of any type.

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EXHIBIT 82 — U.S. Postal Service Memorandum containing information pertaining to Rochester main post office, dated 12-17-70.

c. Lighting - Adequate.

d. Sanitary - Building kept clean and neat.

e. Space

1. Work rooms - Adequate.
2. Lunch rooms - Adequate.
3. Locker rooms - Adequate.
4. Toilets - Adequate.
5. Offices - Adequate.
6. Storage - Is adequate for the most part, however, since we now have two (2) AMO mechanics servicing perimeter post offices more storage could be used for them.
7. Platform - 13,725 sq. ft - Adequate.
8. Parking - Adequate.

f. Access for employees to and from building - Good.

g. Public transportation - None available during the night.

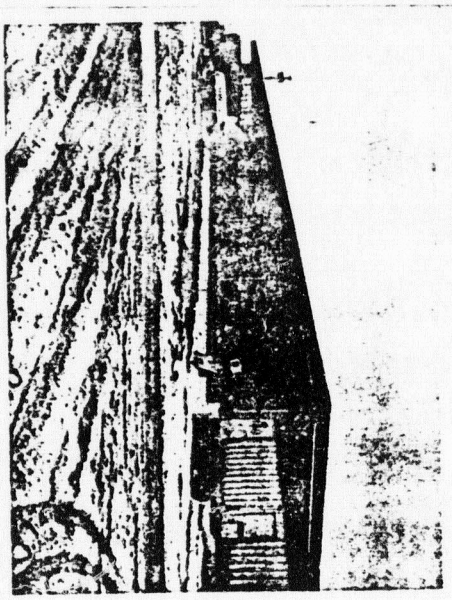
h. Access for all vehicles to and from site - Adequate.

11. Present Operation

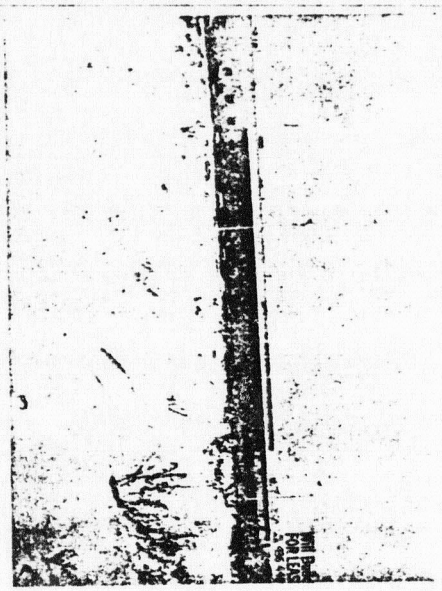
a. Distribution and dispatch of all preferential and non preferential mails to 131 associate post offices prefixed with Zip Codes 144 & 145.

b. Distribution and dispatch of all 1st, 2nd, 3rd and 4th class outgoing mail including special delivery and parcel post.

EXHIBIT 82 — U.S. Postal Service Memorandum containing information pertaining to Rochester main post office, dated 12-17-70.

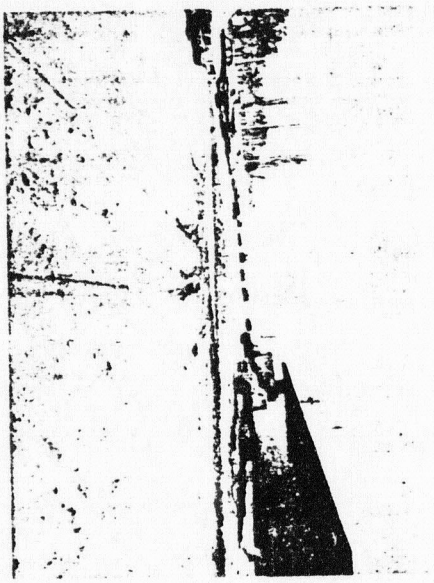


STAR ROUTE LOADING DOCK - SCF (SOUTH SIDE OF BLDG) - DEC. 15, 1970 - 3:00 PM



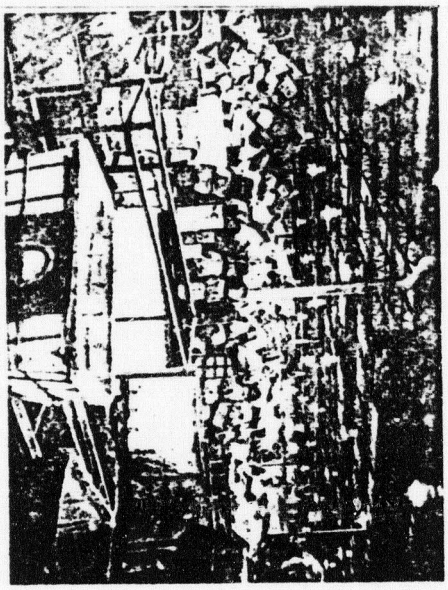
ROCHESTER SECTIONAL CENTER FACILITY - BRIGHTON-HENRIETTA TOWN LINE ROAD - DEC. 15, 1970 - 3:00 PM

LOOKING WEST SCF PARKING AREA - DEC. 15, 1970



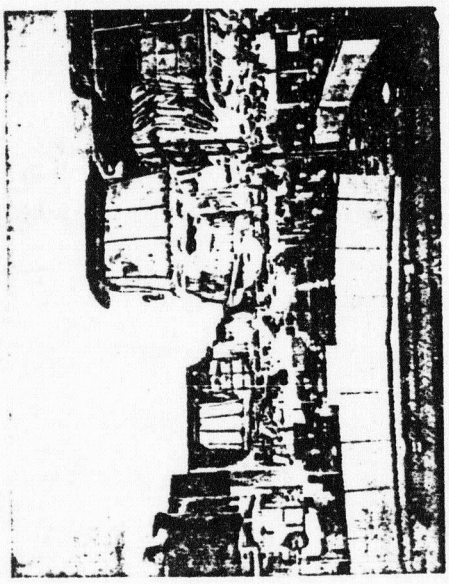
STAR ROUTE LOADING DOCK - SCF (SOUTH SIDE OF BLDG) - DEC. 15, 1970 - 3:00 PM

EXHIBIT 82 — U.S. Postal Service Memorandum containing information pertaining to Rochester main post office, dated 12-17-70.

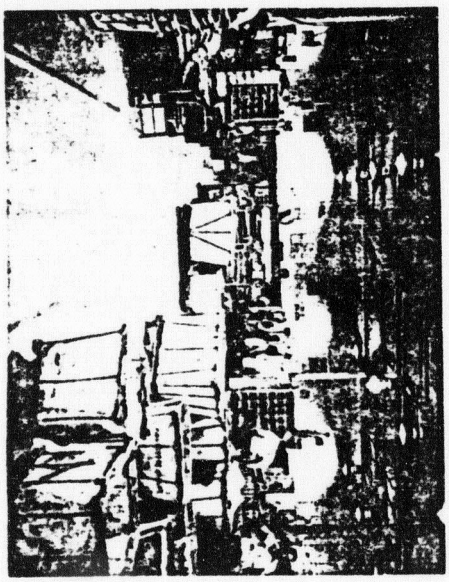


OUTGOING PARCEL POST AREA - DEC. 15, 1970 - 3:00 PM

PARCEL POST BREAK-UP - DEC. 15, 1970 - 3:00 PM

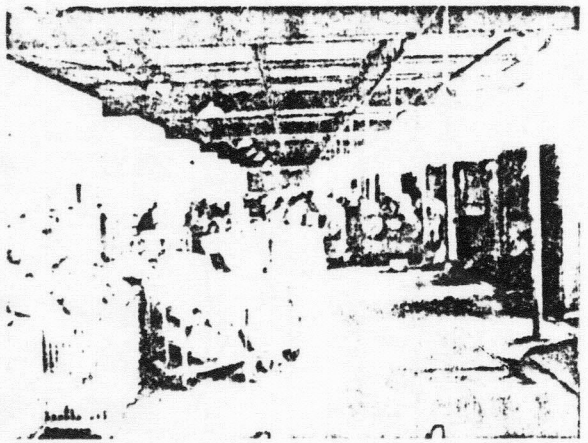


BREAK-UP - STAR ROUTES FACING SOUTH - DEC. 15, 1970 - 3:00 PM

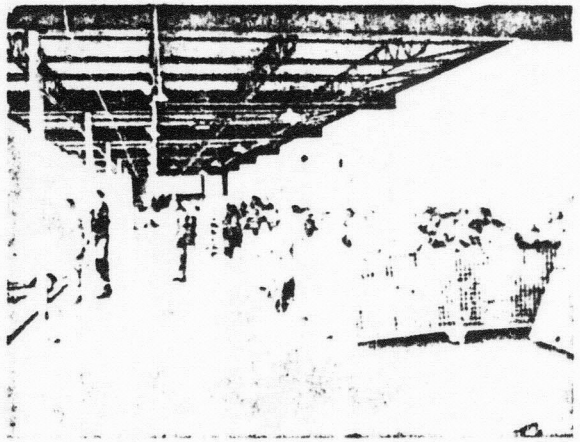


FIRST CLASS & CIRC LETTER CASES - DEC.15,1970 - 3:00 PM

EXHIBIT 82 — U.S. Postal Service Memorandum containing information pertaining to Rochester main post office, dated 12-17-70.

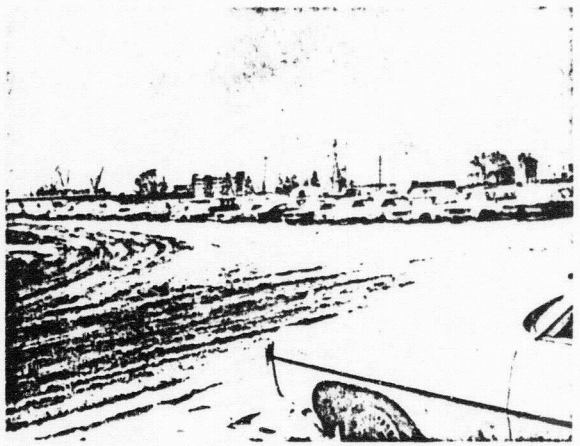


TRAILER LOADING DOCK - DEC. 15, 1970 - 3:00 PM



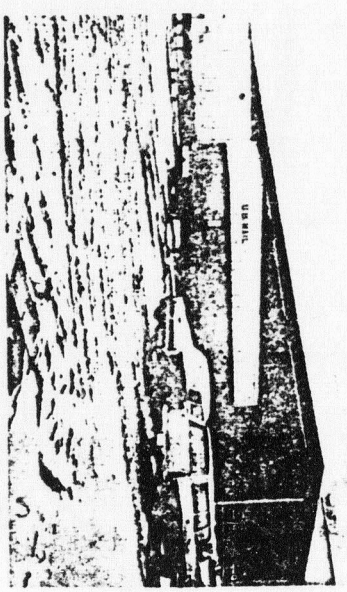
STAR ROUTE LOADING DOCK - DEC. 15, 1970 - 3:00 PM

PARKING AREA - EAST SIDE OF BLDG - DEC.15, 1970 3:00 PM

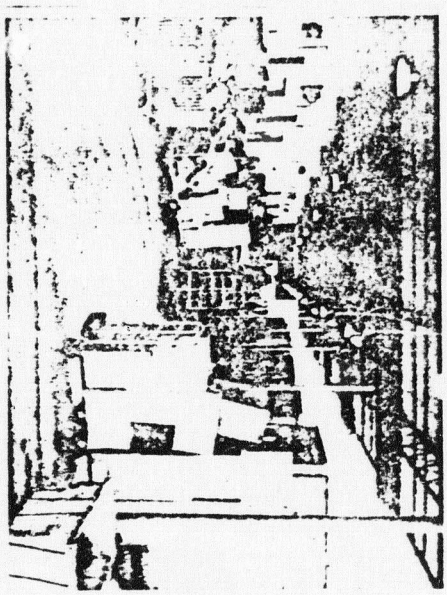


PARKING AREA - DEC. 15, 1970 - 3:00 PM

EXHIBIT 82 — U.S. Postal Service Memorandum containing information pertaining to Rochester main post office, dated 12-17-70.

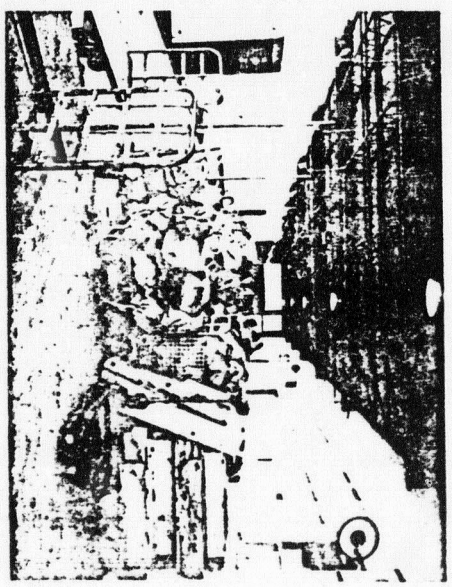


TRAILER LOADING DOCK (WEST SIDE OF BLDG) - DEC. 15, 1970 - 3:00 PM



TRAILER LOADING DOCK AREA (FACING NORTH) - DEC. 15, 1970 - 3:00 PM

TRAILER LOADING DOCK AREA (WEST SIDE OF BLDG) - DEC. 15, 1970 - 3:00 PM



STAR ROUTE LOADING DOCK (FACING WEST) - DEC. 15, 1970 - 3:00 PM

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EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

March 22, 1971

723:WDB:jb

New Facility -- Rochester, N.Y.
General Dynamics Building

INFO: N.D. 23 J.L. — G.S. 4
Return to FTD
Please.

Director, Post Office and
Delivery Services Division
New York Region

In connection with the attached memorandum, a meeting of Departmental, Regional and Post Office officials was held in Rochester, New York on March 15, and 16, 1971 regarding the proposal to utilize the General Dynamics Building as the Main Post Office, Rochester, New York. A list of attendees is attached.

On March 15, the Distribution and Operations Concept was reviewed and a revised concept will be prepared. In addition, Form 929, Postal Space Requirements, was reviewed and updated.

On March 16, an on-site examination of the General Dynamics Building was made by the entire group. The building consists of approximately 450,000 square feet on the First Floor and 350,000 square feet on the Second Floor. The building is air conditioned and has a Sprinkler System. The floor is asphalt tile and the ceiling clearance is 14 feet. Columns are located at 25-foot centers. The building is suitable for mechanization and installation of truck platforms. Substantial employee parking is available. The building was constructed in 1947 and can be readily adapted to postal operations.

Of the 350,000 square feet on the second floor, 140,000 square feet is excellent office space. Consideration is being given to sub-leasing this space if the U. S. Postal Service leases or purchases the building. Other space will also be sublet since our postal space requirements are approximately 400,000 square feet.

It is expected that the Facilities Department will obtain a 6-month option to lease or purchase the building. In addition, the Research and Engineering Department will begin preparation of the functional layout of the building, develop the mechanization system and prepare the economic analysis.

As soon as the preliminary plans are available, further meetings will be scheduled with Regional and Post Office officials.

W. D. Bell
Chief, Utilization & Requirements Branch

Att:

CC: [illegible]
Dir. Facilities Div.
Dir. Real Estate Br.
Dir. Logistics Div.
Dir. Ind. Eng. Div.
File-Chron-Pending

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

POST OFFICE DEPARTMENT
ROUTING SLIP

BUREAU, OFFICE OR ROOM NO.

- ☐ APPROVAL
- ☐ SIGNATURE
- ☐ COMMENT
- ☐ SEE ME
- ☐ AS REQUESTED
- ☐ INFORMATION
- ☐ READ AND RETURN
- ☐ READ AND FILE
- ☐ NECESSARY ACTION
- ☐ INVESTIGATE
- ☐ RECOMMENDATION
- ☐ PREPARE REPLY

TO:
1 Mr. Platt
2
3
4
5

FROM:

EXTENSION

ROOM NO.

DATE 3/10/71

REMARKS:

As per telephone instructions from Mr. Coffman through Mr. O'Connor, Chief REB, a meeting is scheduled between HQ, Regional & D Rochester Post Office officials concerning acquisition of the Gen'l. Dynamics Bldg for use as the proposed Main Office.

Has there been any written confirmation of this? I have been requested to attend. Will request air travel to Rochester and

POD Form 13
July 1967

(Additional Remarks on Reverse)

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

POST OFFICE DEPARTMENT
WASHINGTON, D.C. 20260

REPLY TO ATTN OF:

DATE: March 5, 1971

SUBJECT: Rochester, New York, Existing Building

TO: Mr. Harold R. Larsen
Regional Director, U.S. Postal Service
Main Post Office Building
New York, New York 10099

As explained in Mr. Lehne's memorandum to you of February 24, we have established a task force here at headquarters to examine all factors pertinent to the utilization of the existing building you have suggested might be used at Rochester in lieu of a new major facility.

This task force plans to visit Rochester on Monday and Tuesday, March 15 and 16. It is planned that the on-site examination of the General Dynamics building complex will be made on the 16th, with some of the personnel of the task force arriving earlier to devote the 15th to discussions with the Postmaster and regional personnel about the possibility of utilizing the General Dynamics building complex.

As you know, Amos Coffman of Facilities will head the task force. Mr. Coffman will be in touch with John Doyle's office to make detailed arrangements and to arrange for the participation in the work of the task force by appropriate regional personnel. With your approval, Mr. Coffman will be in direct contact with the Postmaster at Rochester about hotel reservations.

For M E Chapin
J. E. Josendale
Deputy Assistant Postmaster General
Operations Department

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

3-15-71

Rochester, New York

Name	Office
[illegible]	Operations Opt.
Everett R. Monroe	P+E Dept.
Howell Clements	R & E Dept.
Jim N. Wenicki	R&E Dept.
O.E. Knight	R&E Dept.
[illegible]	[illegible]
Pat Lovett	Office Real Estate
Greg P. Capuano	Asst Postmaster Gen. Mgr
Don A. Gulbranson	Utilities, Facilities
Antonio Garcia	Bldg. Design Div. For.
Dean L Flemming	D&O Rochester.
Robert J. Hohman	Bldg. Supt.
Winfield C. Baine	Regional Real Estate officer
Frank T. Raido	NY Regional Office
ANGELO VACCARIELLO	R&D - FIELD IE OFF. - N.Y.
Ernest V Francine	G. S. M.
ALLAN J. PRAGER	Gregg, McCormick & Paget, Inc.
William E. Linn	formerly Rochester Try 14603

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

POST OFFICE DEPARTMENT
WASHINGTON, D.C. 20260

REPLY TO ATTN OF: FAC:ARD:PJLick

DATE: Feb. 25, 1971

SUBJECT: Rochester, New York - Existing Building (General Dynamics)
Alternate for Proposed New Major Facility

TO: Mr. D. L. Warner
Director
Acquisition and Review Division
Office of Real Estate
Facilities Department

The subject project was assigned to the undersigned on February 15, 1971.

A complete on-site investigation was conducted on February 17, 18 and 19, 1971. Participants were:

Mr. William Finn, Postmaster
Mr. Joseph Capuano, Ass't. Postmaster
Mr. Dean Fleming, Postal Service Officer
Mr. Joseph Licari, Real Estate Officer, New York Region
Mr. P. J. Lovett, Project Specialist.

Non-Postal Conferees:
Mr. Henry Cooke, Plant Manager, General Dynamics Corp.
Mr. D. McKinnon, Disposal Director, General Dynamics Corp.
Mr. George Bowles, and,
Mr. Allen D. Moore, Exclusive and authorized Realtors for General Dynamics Corp.

It was determined that the building is available, in order of preference:

(a) Purchase
(b) Short term lease arrangements.

General Dynamics has ceased all electronic assembly work and all personal properties (furniture, equipment, drapes, etc.) is being sold in wholesale lot groups that will continue until the entire inventory has been converted in cash. Upon inquiry, a target date for disposition of moveable items was given as of the end of March, 1971. Property could be made available by mid-April, 1971.

FTD —
Copy furnished by J. Licari
MS

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

The entire complex comprises:

PROPERTY AREA:
51.5 acres of land located within the City of Rochester limits. Fronts on three streets -- Goodman Street North, Lyceum Street and Northland Avenue. Property is completely fenced with five vehicular entrances to property. Presently contains two guard houses on Goodman Street entrance and Northland Avenue entrance. There are parking areas for 2,800 vehicles of which: 2,200 spaces on blacktop surface, and, 600 spaces on gravel surface.

Note: The majority of blacktop surfaced areas is lighted by mercury vapor lamps automatically controlled by either a timing switch or daylight intensity switch.

MAIN BUILDING: Primarily a two-story fire resistive masonry structure (brick and concrete construction, 100% sprinklered throughout).

Ceiling heights are approximately 15 feet. Modifications performed by owner, adaptable to their needs, have constantly been made. With dropped ceilings, inset fluorescent lighting and acoustic tile ceilings inserted, approximately 150,000 SF of the building is at 10 foot ceiling heights and can be referred as the office area. However, there is no interior wall area, or, in fact, exterior walls that are load-bearing and any section or an entire wall can be removed without damage to the overall structure. There are load-bearing columns, 25 foot on center, on all floors that completely support the structure. This makes a very flexible building that can be altered, improved or modified to adapt to postal use without maximum expenses being incurred. The first floor has unlimited support load area per SF; the second floor can accommodate a floor load of 250 pounds per SF.

There are approximately 801,000 interior SF in this building, broken down as follows:

421,200 first floor square footage,
397,300 SF - usable area
23,900 SF - restrooms, stairways, etc.

325,500 second floor square footage
289,100 SF - usable area
7,300 SF - kitchen
29,100 SF - restrooms, stairways, corridors, etc.

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

10,100 third floor square footage
7,900 SF - usable area
2,200 SF - restrooms, stairways, etc.

4,000 - 4th, 5th and 6th floor square footage
4,000 SF - usable

40,200 - total square footage for boiler house, fan rooms, penthouse and guard houses.

Note: First and second floor plans, in reduced form, are attached as Exhibit #1.

The original plot plan and the initial construction drawings have been obtained and are enclosed in the mailing tube to be delivered to Mr. Coffman. These plans have been borrowed from the owner and, after thorough review by designated task force officials, should be returned to the undersigned for transmittal to the owner.

UTILITIES: Fully described provisions for electricity, water, gas, steam, compressed air, building heat, building lighting, building ventilation, air-conditioning and first and second floor plans delineating comfort cooled areas and process conditioned areas are attached as Exhibit #2.

Also, included in same are fire protection, elevators, truckwells (very limited, as presently installed), telephones, paging system, time clocks, medical facility (also illustrated by one of the photographs in separate exhibit), no refurbishment required.

With the acquisition of this plant, certain floor maintenance equipment and grounds maintenance equipment are included in the asking price. The itemization of each type of equipment is also made a part of Exhibit #2.

HISTORY OF BUILDING: The land was acquired in 1945 and the building was completed in calendar year 1947. It was built for Bond Clothes, Inc., who anticipated they would be able to attract vast numbers of European needleworkers and diversify their clothing styles, including a large line of women's fashions and this subject factory would be their nationally centralized manufacturing plant. These plans did not materialize inasmuch as the labor market from the mid-Continent countries of Europe did not move to Rochester, although a goodly number did come to the United States and still reside in a very nice middle income residential community that surrounds the existing building. Bond Clothes de-centralized their activities to smaller plants in and around Rochester and are still manufacturing clothes for their retail outlets throughout the country.

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

The Monroe County Records reveal that two deeds (liber 3070, pages 230 and 280) were consummated on 10/31/56 - the Grantor was Bond Clothes and the Grantee was General Dynamics Corp. No tax revenue stamps were superimposed thereon and the legal consideration was in the amount of $10.00. The purchase price for the transfer of title could not be ascertained from these records. However, in the "mortgages" section of the County Records (liber 2441, page 132 and liber 2502, page 201 - a supplemental indenture) revealed that an assignment of a first mortgage, originally for $6,500,000, was transferred from Style Manor, Inc., a New York City Corporation (subsidiary of Bond Clothes, Inc.) to General Dynamics Corp. on 10/31/56 for the outstanding balance of $5,000,000 @ 3 3/4% sinking fund interest rate, said mortgage held by Equitable Life Assurance Company, New York City, NY. The mortgage was to be wholly satisfied during calendar year 1967. No subsequent records could be found to determine if the mortgage had been paid by General Dynamics on 10/31/56 to establish the entire purchase price.

FACILITIES AFFECTED: The Postmaster had prepared a brochure that narrated neighborhood data, number of classified stations and branches, communities served, associate offices to his Sectional Center activity, large mail volume users, downtown business growth, population census figures, and the present Federal Building at 216 Cumberland Street, fully described in photographs indicating disadvantages existing, a description of the leased facility housing the Sectional Center (2 years old w/a 5/yr. basic term @ $127,893.69 per annum for 52,500 SF, 13,725 SF platform) and a complete itemization of the existing Vehicle Maintenance Facility, a Federal Building, that upon personal inspection, is entirely inadequate to service the Rochester postal district and the 131 associate offices. This comprehensive information is made part of this report in Exhibit #3 attachment.

Local postal officials advise that if the subject existing building is favorably considered, it is their intent to recommend consolidation of main office activites, the leased Sectional Center that can be subleased to Wegman Grocers, a local retail chain, immediately and an enlarged VMF facility that will adequately serve the needs of the Sectional Center activities and the absorption of several leased, non-motorized carrier stations into this subject building area to become motorized carriers and can serve this geographic sector of Rochester. This intent will save present annual rentals in a number of presently leased facilities -- the exact amount to be determined pursuant to Operational studies by the proposed task force team. The definitely affected facilities are plotted on the City Map attached as Exhibit #4. In addition to said facilities, the preferred site location is delineated, the proposed existing building is shown and the land comparable sales are also plotted on this City Map.

ZONING: Land and improvements located in M-1, Light Industrial Zone. Satisfactory.

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

PHOTOGRAPHS: Two aerial photos of exterior and surroundings and various photos of interior areas are enclosed in Exhibit #5 attached.

PRELIMINARY NEGOTIATIONS: The firm of Moore & Bowles, Realtors, 45 Exchange Street, Rochester, New York 14614 are the exclusive and authorized representatives of General Dynamics Corp. to conduct any realty dealings for subject property. This fact has been verified with the local representative of the owner.

As heretofore stated, the entire complex is available to either purchase or lease. Mr. George Bowles stated the owner would like to sever all his investments in subject community and has authorized, as of February 17, 1971, that the asking price for land and improvements (previously described) is $8,500,000. Also, it is hoped a transfer of title can be effected in a unit sale and eliminate any subdivisions of land or building into multiple purchases. It was stated that this asking price was subject to further negotiation.

The placing of an "as is" square foot cost was discussed, in detail, for leasing purposes. Zerox Corp. has been considering leasing approximately 60,000 SF of the office space, either @ $5.00 per SF without custodial services or $5.50 per SF with full services for a firm 2-year lease period. Nothing has been firmed up in this regard. We explained it may not be necessary for our operations to retain 150,000 SF available office space and could not evaluate this anticipated short term consideration as comparable to our needs. The Realtor conceded this assumption and after much explanation of our potential needs, calculated that if the building were modified in net interior areas, he believed a price of $1.75 per SF with all utilities and services already installed would be an equitable SF cost on an "as is" basis. Relying on our Real Estate Officer's experience, we concluded this was on the high side but did not pursue the matter any further at this time, since we were not certain as to how the building would be adapted for postal usage.

Further, Mr. Bowles contended that the land value could be placed in a range of $1.75 to $2.00 per SF, if purchased or applied to lease arrangements. He alleged a residential home developer had offered to purchase ten (10) acres of the unimproved land in 1969 @ $50,000 per acre and the offer was refused by the owner. Using the low figure of $1.75 SF for comparable purposes, the land cost would produce a figure of $76,230.00 per acre. The resultant land value for 51.5 acres available would result in a presumed value of $3,925,845, leaving $4,574,155 as the improvement value if the project was purchased at the asking price of $8,500,000. In applying this

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

improvement value to the 801,000 gross SF of building, the SF cost of structures (gross) would be $5.71 on an "as is" basis. Visual conclusions were reached that the building is in excellent condition, has an approximate life expectancy remaining of at least 30 years and could not be reproduced in today's market for less than $18. to $20. per SF. The improvements, which would appear to be minimum to medium modifications could be accomplished at approximately $8.00 per SF, or a finished product that was completely indigenous to postal needs of $13.71 per SF. Please bear in mind these figures are hastily assembled and would be subject to revisions after an "in-depth" study has been made by the task force being formed by Mr. Coffman. For discussion purposes, our prognostications can be considered as a norm as applied to the Rochester market.

MARKET DATA: The following land sales were the only recent transactions that involve considerable acreage size sales and have not been adjusted but reflect the actual sales price and do indicate the application of $1.75 per SF land value to subject property is within the market range of the City of Rochester. When averaged, the four sales produce $1.77 per SF:

Date	Name of Seller	Name of Buyer	Size	Sales Price	Acreage Price	SF Cost
1/13/71	Hudson Drive-In	HDA Corp. 1555 Hudson Ave.	10 acres	$931,000	$93,100	$2.14
1/20/70	Comparato	Valle Steak House Ridge Road E.	6.5 acres	$410,000	$63,000	$1.45
8/29/69	Goldblatt	Eastman Kodak Lee Road, Gates	12.5 acres	$895,000	$71,000	$1.63
8/13/69	United Cerebral Palsy	Presbyterian Services East Avenue	3.35 acres	$275,000	$82,500	$1.89

Note: The geographic location of these sales is depicted in City Map, Exhibit #4 attached.

Note: The original site plan and construction drawings are contained under separate cover in mailing tube. For Engineering Dept. scrutiny.

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

CONCLUSIONS: The offer of the subject existing building produces several avenues, any of which will be advantageous to the U. S. Postal Service.

1. It can provide an adequate facility that would serve as an alternate to proposed new construction of a Major Facility in Rochester, New York. A site size determination data sheet, prepared on 2/14/69, projected a total estimated project cost for that concept in the amount of $17,489,000 but pointed out this cost did not include land cost or other costs to be incurred by the then Bureau of Facilities. With escalating construction and labor and material costs from that date, it would make this proposal very acceptable for favorable consideration. This site size sheet is attached as Exhibit #6.

2. If purchased, excess unimproved acreage could be sold off to private parties and a considerable amount of our investment would be recaptured under U. S. Postal Service ownership.

3. If surplus areas of the building were shown, the building, being so flexible, could be subdivided providing separate entrances, independent parking areas and produce rentals that would further reduce our original investment.

4. If leased, and it appears only short-term lease will be discussed, we could defer our Postal Public Building proposed for Rochester for a period of years.

5. The consolidation of present leased facilities into this one complex will save annual rentals now being paid out of our Building Occupancy Account.

6. Provide the much-needed space needs that now exist in several inadequate buildings now housing our operations.

MISCELLANEOUS INTEREST: When the owner ceased operations, 2900 employees were terminated. This number was the last phase of several layoffs from a peak complement of 5,000 employees. This has added to the unemployment rolls in subject community. However, the building has been on the market since early December 1970 and no buyer has been forthcoming as of this writing. We were advised that Congressman Frank Horton was hopeful some outside (or local) national organization would take over the building and activate the labor market and reduce the unemployment percentage, which at one time was the lowest in the country, 1.8%. Present percentages were not available at time of our investigation

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

but the increase could not be so great inasmuch as Rochester is the third largest city in New York State. This Congressional Representative may oppose our locating in the General Dynamics Corp. Building since the 2700 employees in this Postal District are already employed.

The City of Rochester has been contemplating a portion of the building for vocational education purposes. Their budget is low and it may be some future time before they can entertain implementing their educational system. They could possibly be considered as a tenant should commensurate excess interior areas for our needs become available and would meet their requirements. This would require subdivision and could possibly produce an atmosphere not compatible with postal operations.

RECOMMENDATION:
A preliminary recommendation is to seriously consider purchase as compared to leasing. Ownership would give advantages heretofore narrated. Pursuant to the task force study, if concurrence is given to this preliminary recommendation, it is suggested an option be negotiated to insure possession of the premises, the ultimate price to be predicated on a satisfactory professional fee appraisal report that would establish fair market value of land and improvements. If this suggestion and preliminary recommendation are acceptable, the undersigned shall await such advice (or any contractual decision) before advising Mr. George Bowles of our intentions pertaining to this proposal.

P. J. Lovett
Realty Specialist
Acquisition and Review Division
Office of Real Estate
Facilities Department

Date: Feb. 25, 1971

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

NEW YORK, NEW YORK 10098

April 23, 1971

[illegible]
[illegible]

Rochester Facility - Rochester, N.Y.
General Dynamics Building

J. L. [illegible]
G. S. [illegible]
N. D. [illegible]

FILE

Director, Utilization & Requirements Division
Operations Department
U. S. Postal Service
Washington, D. C. 20260

Attn: Mr. R. E. Poole

Enclosed herewith are copies of the following changes to the Preliminary Distribution and Operations Concept and the Supplemental Data:

DO Concept, Page 1	- Item E - E Deleted
Supplemental Data	- Item 6 Corrected
	Item 11 Corrected
	Item 19 Attachment No. 4

In addition, updated and signed copies of Form 4609 and Attachment No. 4 are attached.

With regard to the Mail Bag Depository, attached is a memorandum from the Director, Logistics Division, canceling the request for 50,000 square feet of depository space.

Please make appropriate distribution of the changes to the Department concerned.

R. E. Platt
Director, Post Office & Delivery Services Division
New York Region 10098

Attn:

cc: Dir. PO & DS Div.
Chief, Del. Services Br.
Chief, Cml Dr.
Chief, USR Br.
Dir. Logistics Division
Chief, Trans. Plan & Dist. Br.
Chief, Traffic Mgt. Br.
File - chrono
Postmaster, Rochester, N.Y. 14601
PSO Fleming

[illegible] V+R Br

FILE - ROCHESTER - NEW FACILITY - GENERAL DYNAMICS - D+O Only

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

PRELIMINARY DISTRIBUTION & OPERATIONS CONCEPT
Main Office and Sectional Center Facility
Rochester, New York

(Revised March 15, 1971)
(Revised April 22, 1971)

I. Functions

A. Sectional Center providing area mail processing and serving 131 associate post offices. (See POD Publication 65, National Zip Code Directory.)

B. Main Office providing centralized mail distribution, finance and lock box service.

C. Vehicle Maintenance Facility for Government-owned vehicles assigned to Rochester and perimeter offices.

D. Indoor storage for Government-owned post office vehicles.

II. Distribution Activities

A. Incoming Mail - All classes.

1. Distribution of all classes of mail to associate post offices served by Rochester in its capacity as Sectional Center.

2. Complete distribution of all mails for delivery within the Rochester delivery area.

B. Outgoing Mails (Including all classes of outgoing mails from associated offices, except parcel post.)

State	Class of Mail	Type of Distribution
New York	All, except PP	State Scheme
Connecticut	Pref	Zip Code
Maine	Pref	Zip Code
Massachusettes	Pref	Zip Code
New Hampshire	Pref	Zip Code
New Jersey	Pref	Zip Code
Pennsylvania	Pref	Zip Code
Rhode Island	Pref	Zip Code
Vermont	Pref	Zip Code
All other states	Pref	Distribute in single handling and dispatch stated packages to designated State Distribution Centers.

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

City	Class of Mail	Type of Distribution
New York City	Pref	Zip Code
ALL STATES	PARCEL POST	Dispatch to designated Bulk Mail Facility.
ALL OTHER STATES	CIRCS & PAPERS	Dispatch to designated massing points.

NOTE 1. Although this concept anticipates a Bulk Mail Facility at some other point, it is planned to make volume counts of all parcel post so that this information will be available in case it is needed.

NOTE 2. ZIP Code Distribution - Provide separations for:

a) Warranted directs and SCFS

b) Residue to massing points designated by receiving Region.

NOTE 3. Associate offices will dispatch all classes of outgoing mail to the SCF in accordance with Area Mail Processing. Parcel Post will be consolidated at the SCF and dispatched to the Bulk Mail Facility for distribution.

III. Delivery Activities

1. Letter carrier routes serving Zip Code areas 14605, 14609, 14617, 14621, 14622 and 14625 will emanate from this facility. Present ZIP Code areas will remain the same.

2. All parcel post routes, not affected by motorized carrier delivery, special delivery and collection routes will emanate from new facility.

IV. Facilities Affected

1. The Main Post Office, Cumberland Street, consisting of 194,122 sq. ft. and to be transferred to the United States Postal Service, July 1, 1971, would be discontinued. Also discontinued would be the Vehicle Maintenance Facility consisting of 24,317 sq. ft.

2. Temporary Sectional Center Facility consisting of 52,500 sq. ft. with lease expiration date of December 31, 1973 and annual rental of $127,893.. will be discontinued.

3. Beechwood Station located at 915 Culver Road, consisting of 6,728 sq. ft. will be discontinued as a carrier based station, however, it would be retained as a finance station. Estimated cost reduction - $10,000.

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

4. Irondequoit Station located at 525 Titus Avenue consisting of 4,828 sq. ft. with lease expiration date of January 31, 1972 and annual rental of $10,467.50 will be discontinued. Contract cleaner will be discontinued - yearly wage, $4030.

5. Pt. Pleasant Branch located at 4414 Culver Road consisting of 2,537 sq. ft. with lease expiration date of February 28, 1972 and annual rental of $2,740. would be discontinued. Contract cleaner will be discontinued - yearly wage $1,768.

6. Panorama Branch, Penfield Road, consisting of1,906 sq. ft. will be discontinued as a carrier based station, however it would be retained as a finance station. Estimated cost reduction - $1,000.

V. Preferred Site

General Dynamics Building located at Clifford Avenue and North Goodman Street.

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

February 27, 1968
(Revised 3-15-68)
(Revised 5-13-68)
(Revised 10-9-70)
(Revised 3-15-71)
(Revised 4-22-71)

Supplemental Information
for the

Preliminary Distribution and Operations Concept

Rochester, New York
Main Office and Sectional Center Facility

1. Probable changes in rail transportation affecting SCF Rochester will be that first class mail will primarily be received and dispatched via certified air carrier and air taxi, preferential and bulk class mail will primarily be received and dispatched via highway and/or TOFC operations.

2. The 30", 42" and 50" high dock spaces required at one time for over-the-road trailers and trucks for ten and twenty-year periods are as follows:

Platform Height	10 Years	20 Years
50"	12	12
42"	16	16
30"	NONE	NONE

3. List of star routes which will use 50" and 42" high platform spaces is on attachment No. 1.

4. An hourly 24-hour breakdown of arrivals and departures of all star routes serving Rochester SCF for the next 10 and 20 year periods is contained in attachment No. 2.

5. Eight (8) away from the platform parking spaces will be required for over-the-road equipment awaiting processing.

6. Mail bag storage requirements are as follows:

Ten Year	Twenty Years
3000 square feet	3000 square feet

7. Over-the-road truck scales are not required.

8. Flat-bed trucks requiring a 42" high platform will move mail to and from stations, branches and depots, etc., using containers for parcel post and tray carts for letter mail.

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

March 15, 1971
(Revised 4/22/71)

Rochester, N.Y. - Main Office & SCF
Supplemental Information for Preliminary D & O Concept

9. No space will be required for customs or International Exchange.

10. A list of workroom equipment recommended for use in developing space requirements is indicated on attachment No. 3.

11. It is planned to motorize the following non-walkout carrier routes, thereby requiring parking space for the vehicles.

10 Years	20 Years
230 routes	271 routes

12. Plans for radio communication between the Vehicle Dispatch office, Vehicle Operations Analysts and Road Mechanic should be included..

13. There will be a change to a Directorship Organization. There will be changes to the supervisory complement due to the Bulk Mail Facility System.

14. It is not contemplated there will be need for office space for a Real Estate Officer.

15. An office for a Civil Service Examiner will be required.

16. In addition, space will be required for a Civil Service Examination Room to accommodate fifty five (55) competitors at one sitting. This space will also include a clothing rack for the applicants and a desk and supply cabinet for the proctor.

17. Office space for two postal service officer will be required.

18. Rochester will continue to function as an Area Maintenance Office. A complete maintenance support area will be required consistent with the gross building area and degree of mechanization to be provided.

19. Postal Inspectors will require 2610 square feet of space for their 10-year needs and 2910 square feet for twenty years. (See Attachment No. 4)

20. The Security Force under the jurisdiction of the Inspection Service will require 1320 and 1452 square deet for their 10 and 20 year projection.

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

Memorandum • POST OFFICE DEPARTMENT

10093

SUBJECT: Buffalo, N.Y. - Mail Bag Depository
Transferred to Rochester, N.Y.

DATE: April 1, 1971

IN REPLY
REFER TO: 251:JV:ttz P.O. CL:

FROM: Director, Logistics Division
New York Region
New York, N. Y. 10098

TO: Chief, Utilization & Requirements Branch
New York Region
New York, N. Y. 10098

Reference is made to our memorandum of March 25, 1971, above subject matter.

Please cancel request for 50,000 sq. ft. in the General Dynamics Building, Rochester, N.Y.

It is also requested that our request for additional space adjacent to the Mail Bag Depository, Buffalo, N.Y. be re-established.

BEST COPY AVAILABLE

EXHIBIT 83 — U.S. Postal Service Memorandum regarding General Dynamics building, dated 3-22-71.

POST OFFICE DEPARTMENT
OFFICE OF THE INSPECTOR IN CHARGE
NEW YORK, N.Y. 10001

IN REPLY REFER TO

April 6, 1971

Attachment No. 4

Mr. F. T. Daido
Chief, Utilization & Requirements Branch
New York Region
U. S. Postal Service
New York, NY 10098

INSPECTION SERVICE SPACE REQUIREMENTS ROCHESTER, NEW YORK

The following information is provided in response to your request dated April 5, 1971 and in the format you suggested. If further information is desired, every effort will be made to comply.

	Number of Employees		
	Current	10 Years	20 Years
INSPECTORS	5	6	7
INVESTIGATIVE AIDES	1	2	2
CLERKS:			
Male	1	1	1
Female	0	1	1
Other	0	0	0
SECURITY FORCE:			
Guards	14	16	18
Clerks:			
Male	0	1	1
Female	0	0	0
Other:			
Security Officer	1	1	1

R. J. Hickey
Inspector in Charge

EXHIBIT 84 – U.S. Postal Service Memorandum, supplementing Distribution and Operations Concept, dated 4-23-71.

POST OFFICE DEPARTMENT
ROUTING SLIP

TO:	BUREAU OR OFFICE	ROOM NO.
1 ER Director		
2 Carlisle		
3		
4		
5		

RECEIVED
APR 26 1971
GENERAL SUPT. MAILS
ROCHESTER, N. Y.

FROM: UTILIZATION AND REQUIREMENTS BRANCH — DATE 4/23/71 — EXTENSION — ROOM NO.

☐ APPROVAL	☐ NECESSARY ACTION	☐ AS REQUESTED
☐ SIGNATURE	☐ INVESTIGATE	☐ INFORMATION
☐ COMMENT	☐ RECOMMENDATION	☐ READ AND RETURN
☐ SEE ME	☐ PREPARE REPLY	☐ READ AND FILE

POD Form 13-A Apr. 1956 — U. S. GOVERNMENT PRINTING OFFICE 1956 O-F—383117

EXHIBIT 84 — U.S. Postal Service Memorandum, supplementing Distribution and Operations Concept, dated 4-23-71.

NEW YORK, NEW YORK 10098

April [illegible], 1971

[illegible]:Dale
([illegible])72-5554

Major Facility - Rochester, N.Y.
General Dynamics Building

Director, Utilization & Requirements Division
Operations Department
U. S. Postal Service
Washington, D. C. 20260

Attn: Mr. R. E. Poole

Transmitted herewith are copies of the following changes to the Preliminary Distribution and Operations Concept and the Supplemental Data:

DOC Concept, Page 1	- Item I - E Deleted	
Supplemental Data	- Item 6	Corrected
	Item 11	Corrected
	Item 19	Attachment No. 4

In addition, updated and signed copies of Form 4609 and Attachment No. 4 are attached.

With regard to the Mail Bag Depository, attached is a memorandum from the Director, Logistics Division, canceling the request for 90,000 square feet of depository space.

Please make appropriate distribution of the changes to the Departments concerned.

H. H. Platt
Director, Post Office & Delivery Services Division
New York Region 10098

Attch:

cc: Dir. PO & DS Div.
Chief, Del. Services Br.
Chief, CSM Br.
Chief, USR Br.
Postmaster, Rochester, N.Y. 14601
PSO Flemming
Dir. Logistics Division
Chief, Trans. Plan & Dist. Br.
Chief, Traffic Mgt. Br.
File - chrono

BEST COPY AVAILABLE

EXHIBIT 84 — U.S. Postal Service Memorandum, supplementing Distribution and Operations Concept, dated 4-23-71.

PRELIMINARY DISTRIBUTION & OPERATIONS CONCEPT
Main Office and Sectional Center Facility
Rochester, New York

(Revised March 15, 1971)
(Revised April 22, 1971)

I. Functions

A. Sectional Center providing area mail processing and serving 131 associate post offices. (See POD Publication 65, National Zip Code Directory.)

B. Main Office providing centralized mail distribution, finance and lock box service.

C. Vehicle Maintenance Facility for Government-owned vehicles assigned to Rochester and perimeter offices.

D. Indoor storage for Government-owned post office vehicles.

II. Distribution Activities

A. Incoming Mail - All classes.

1. Distribution of all classes of mail to associate post offices served by Rochester in its capacity as Sectional Center.

2. Complete distribution of all mails for delivery within the Rochester delivery area.

B. Outgoing Mails (Including all classes of outgoing mails from associated offices, except parcel post.)

State	Class of Mail	Type of Distribution
New York	All, except PP	State Scheme
Connecticut	Pref	Zip Code
Maine	Pref	Zip Code
Massachusettes	Pref	Zip Code
New Hampshire	Pref	Zip Code
New Jersey	Pref	Zip Code
Pennsylvania	Pref	Zip Code
Rhode Island	Pref	Zip Code
Vermont	Pref	Zip Code
All other states	Pref	Distribute in single handling and dispatch stated packages to designated State Distribution Centers.

EXHIBIT 84 — U.S. Postal Service Memorandum, supplementing Distribution and Operations Concept, dated 4-23-71.

City	Class of Mail	Type of Distribution
New York City	Pref	Zip Code
ALL STATES	PARCEL POST	Dispatch to designated Bulk Mail Facility.
ALL OTHER STATES	CIRCS & PAPERS	Dispatch to designated massing points.

NOTE 1. Although this concept anticipates a Bulk Mail Facility at some other point, it is planned to make volume counts of all parcel post so that this information will be available in case it is needed.

NOTE 2. ZIP Code Distribution - Provide separations for:

a) Warranted directs and SCFS

b) Residue to massing points designated by receiving Region.

NOTE 3. Associate offices will dispatch all classes of outgoing mail to the SCF in accordance with Area Mail Processing. Parcel Post will be consolidated at the SCF and dispatched to the Bulk Mail Facility for distribution.

III. Delivery Activities

1. Letter carrier routes serving Zip Code areas 14605, 14609, 14617, 14621, 14622 and 14625 will emanate from this facility. Present ZIP Code areas will remain the same.

2. All parcel post routes, not affected by motorized carrier delivery, special delivery and collection routes will emanate from new facility.

IV. Facilities Affected

1. The Main Post Office, Cumberland Street, consisting of 194,122 sq. ft. and to be transferred to the United States Postal Service, July 1, 1971, would be discontinued. Also discontinued would be the Vehicle Maintenance Facility consisting of 24,317 sq. ft.

2. Temporary Sectional Center Facility consisting of 52,500 sq. ft. with lease expiration date of December 31, 1973 and annual rental of $127,893.. will be discontinued.

3. Beechwood Station located at 915 Culver Road, consisting of 6,728 sq. ft. will be discontinued as a carrier based station, however, it would be retained as a finance station. Estimated cost reduction - $10,000.

EXHIBIT 84 — U.S. Postal Service Memorandum, supplementing Distribution and Operations Concept, dated 4-23-71.

4. Ironsequoit Station located at 525 Titus Avenue consisting of 4,828 sq. ft. with lease expiration date of January 31, 1972 and annual rental of $10,467.50 will be discontinued. Contract cleaner will be discontinued - yearly wage, $4030.

5. Pt. Pleasant Branch located at 4414 Culver Road consisting of 2,537 sq. ft. with lease expiration date of February 28, 1972 and annual rental of $2,740. would be discontinued. Contract cleaner will be discontinued - yearly wage $1,768.

6. Panorama Branch, Penfield Road, consisting of1,906 sq. ft. will be discontinued as a carrier based station, however it would be retained as a finance station. Estimated cost reduction - $1,000.

V. Preferred Site

General Dynamics Building located at Clifford Avenue and North Goodman Street.

EXHIBIT 84 — U.S. Postal Service Memorandum, supplementing Distribution and Operations Concept, dated 4-23-71.

February 27, 1968
(Revised 3-15-68)
(Revised 5-13-68)
(Revised 10-9-70)
(Revised 3-15-71)
(Revised 4-22-71)

Supplemental Information
for the
Preliminary Distribution and Operations Concept

Rochester, New York
Main Office and Sectional Center Facility

1. Probable changes in rail transportation affecting SCF Rochester will be that first class mail will primarily be received and dispatched via certified air carrier and air taxi, preferential and bulk class mail will primarily be received and dispatched via highway and/or TOFC operations.

2. The 30", 42" and 50" high dock spaces required at one time for over-the-road trailers and trucks for ten and twenty-year periods are as follows:

Platform Height	10 Years	20 Years
50"	12	12
42"	16	16
30"	NONE	NONE

3. List of star routes which will use 50" and 42" high platform spaces is on attachment No. 1.

4. An hourly 24-hour breakdown of arrivals and departures of all star routes serving Rochester SCF for the next 10 and 20 year periods is contained in attachment No. 2.

5. Eight (8) away from the platform parking spaces will be required for over-the-road equipment awaiting processing.

6. Mail bag storage requirements are as follows:

Ten Year	Twenty Years
3000 square feet	3000 square feet

7. Over-the-road truck scales are not required.

8. Flat-bed trucks requiring a 42" high platform will move mail to and from stations, branches and depots, etc., using containers for parcel post and tray carts for letter mail.

EXHIBIT 84 — U.S. Postal Service Memorandum, supplementing Distribution and Operations Concept, dated 4 23-71.

March 15, 1971
(Revised 4/22/71)

Rochester, N.Y. - Main Office & SCF
Supplemental Information for Preliminary D & O Concept

9. No space will be required for customs or International Exchange.

10. A list of workroom equipment recommended for use in developing space requirements is indicated on attachment No. 3.

11. It is planned to motorize the following non-walkout carrier routes, thereby requiring parking space for the vehicles.

10 Years	20 Years
230 routes	271 routes

12. Plans for radio communication between the Vehicle Dispatch office, Vehicle Operations Analysts and Road Mechanic should be included..

13. There will be a change to a Directorship Organization. There will be changes to the supervisory complement due to the Bulk Mail Facility System.

14. It is not contemplated there will be need for office space for a Real Estate Officer.

15. An office for a Civil Service Examiner will be required.

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17. Office space for two postal service officer will be required.

18. Rochester will continue to function as an Area Maintenance Office. A complete maintenance support area will be required consistent with the gross building area and degree of mechanization to be provided.

19. Postal Inspectors will require 2610 square feet of space for their 10-year needs and 2910 square feet for twenty years. (See Attachment No. 4)

20. The Security Force under the jurisdiction of the Inspection Service will require 1320 and 1452 square deet for their 10 and 20 year projection.

EXHIBIT 84 — U.S. Postal Service Memorandum, supplementing Distribution and Operations Concept, dated 4-23-71.

UNITED STATES GOVERNMENT

Memorandum • POST OFFICE DEPARTMENT

10098

SUBJECT: Buffalo, N.Y. - Mail Bag Depository
Transferred to Rochester, N.Y.

DATE: April 1, 1971

IN REPLY
REFER TO: 251:JV:sm P. O. CL:

FROM: Director, Logistics Division
New York Region
New York, N. Y. 10098

TO: Chief, Utilization & Requirements Branch
New York Region
New York, N. Y. 10098

Reference is made to our memorandum of March 25, 1971, above subject matter.

Please cancel request for 50,000 sq. ft. in the General Dynamics Building, Rochester, N.Y.

It is also requested that our request for additional space adjacent to the Mail Bag Depository, Buffalo, N.Y. be re-established.

POD Form 31

EXHIBIT 84 — U.S. Postal Service Memorandum, supplementing Distribution and Operations Concept, dated 4-23-71.

POST OFFICE DEPARTMENT
OFFICE OF THE INSPECTOR IN CHARGE
NEW YORK, N.Y. 10001

IN REPLY REFER TO

April 6, 1971

Attachment No. 4

Mr. F. T. Daido
Chief, Utilization & Requirements Branch
New York Region
U. S. Postal Service
New York, NY 10098

INSPECTION SERVICE SPACE REQUIREMENTS ROCHESTER, NEW YORK

The following information is provided in response to your request dated April 5, 1971 and in the format you suggested. If further information is desired, every effort will be made to comply.

	Number of Employees		
	Current	10 Years	20 Years
INSPECTORS	5	6	7
INVESTIGATIVE AIDES	1	2	2
CLERKS:			
Male	1	1	1
Female	0	1	1
Other	0	0	0
SECURITY FORCE:			
Guards	14	16	16
Clerks:			
Male	0	1	1
Female	0	0	0
Other:			
Security Officer	1	1	1

R. J. Hickey
Inspector in Charge

EXHIBIT 85 – Letter from U.S. Postal Service (J. W. Powell) to Congressman Conable, dated 6-7-71.

OFFICE OF THE
EXECUTIVE ASSISTANT TO THE POSTMASTER GENERAL
Washington, DC 20260

JUN 7 1971

Dear Congressman Conable:

This is in further reference to your interest in the use of the General Dynamics Building in Rochester as a postal facility.

Our initial investigation of the feasibility of using this 51.5 acre 800,000 square foot facility for postal purposes has been completed. On the basis of this investigation, which involved an extensive on-the-site study of the facility, an estimate of the cost of modifying the plant to make it suitable for postal use, and a complete economic analysis of the financial consequences of purchasing the plant and proceeding with the extensive modification necessary, the Postal Service has decided that it is not feasible to use this plant for postal purposes.

There is a possibility with respect to the extensive site surrounding this plant that should be mentioned. Within the next one or two years it is possible that the Postal Service will be interested in acquiring 30 acres of the 51.5 acre site upon which the General Dynamics plant is located. I mention this because the educational use of the facility being considered by the City of Rochester may not require the extensive acreage which now comprises the site. Thus, it could be that the interests of the Postal Service and the City of Rochester would not be in conflict, at least insofar as this part of the property is concerned.

With kind regards.

Sincerely,

John W. Powell
Congressional Liaison Officer

Honorable Barber B. Conable, Jr.
House of Representatives
Washington, D. C. 20515

EXHIBIT 85 — Letter from U.S. Postal Service (J. W. Powell) to Congressman Conable, dated 6-7-71.

BARBER B. CONABLE, JR.
N. W YORK, 37TH DISTRICT

COMMITTEES:
WAYS AND MEANS
JOINT ECONOMIC COMMITTEE

Congress of the United States
House of Representatives
Washington, D.C. 20515

June 9, 1971

Mr. Dan Bertolone, President
United Federation of Postal Clerks
Local 215
101 Verstreet Drive
Rochester, New York 14616

Dear Mr. Bertolone:

The Post Office has written me of the decision on the possibility of using the General Dynamics Bldg. as a Post Office in Rochester. A copy of the letter is enclosed for you.

Since this possibility did not materialize, I am hoping Rochester can be considered for a new postal facility at an early date.

Sincerely,

Barber B. Conable, Jr.

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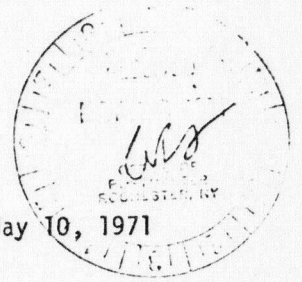
EXHIBIT 86 — Letter from Rochester City School District to U.S. Postal Service, dated 5-10-71.

CITY SCHOOL DISTRICT
13 FITZHUGH STREET SOUTH
ROCHESTER, NEW YORK 14614
325-4560



May 10, 1971

PAUL L REASON
ASSISTANT SUPERINTENDENT
FOR BUSINESS AFFAIRS

Mr. Henry Lehne
Assistant Postmaster General, Facilities
Room 7311
U. S. Post Office Department
Washington, D. C. 20260

Dear Mr. Lehne:

I have read in the local newspapers of the interest expressed by the United States Post Office Department in the General Dynamics plant here in Rochester for possible use as a post office facility. The City School District of Rochester is also interested in this property as a possible facility in which to house a number of City School District programs.

In order to avoid the unfortunate possibility of two different governmental units bidding against each other for the same piece of property with resultant disadvantage to both, I am prompted to inquire of you as to the seriousness of the interest which the Post Office Department has in this plant and also, if possible, whether or not the Post Office Department has allocated funds for the acquisition of this property.

We are, at this time, seriously considering the investment of $34,000.00 in a feasibility study of this plant. An indication from you as to the status of your consideration of the same plant would be most helpful to us in determining whether or not to proceed with such a study.

Any information that you can furnish me would be very much appreciated.

Sincerely yours.

Paul L. Reason

Paul L. Reason

PLR:h
c.c. Mr. William Finn n.n.

EXHIBIT 87 – U.S. Postal Service Memorandum captioned "General Planning Assumptions – Rochester, N.Y. PMC".

GENERAL PLANNING ASSUMPTIONS
ROCHESTER, NEW YORK PMC

1. The Rochester, New York Major Facility will function as a Preferential Mail Center (PMC) serving the area consisting of TPO, (SCF) Elmira, New York, Bulk Network (Thru ASF Buffalo, New York) and local associate offices.

2. This PMC will perform all distribution which consists of:

   a. The processing of all classes of originating mail columes for its service area; and to the other PMC's.

   b. Will process turnaround and all destinating volumes for its service area.

3. Will act as a Bulk Transfer Post Office (BTPO) for originating and destinating bulk mails for the Rochester, New York, Elmira, New York (SCF), through its assignment with the Buffalo, New York (ASF) with the assumption that Pittsburgh, Pennsylvania is the Bulk Mail Center.

4. Serves the main post office providing centralized distribution (all classes, finance, and lock box service for the Rochester, New York Postal District.

5. Serve as a carrier unit for 160 carriers (10 year) 208 carriers (20 year) as its own associate office of the PMC.

6. A replacement vehicle maintenance facility housing government-owned vehicles assigned to Rochester, New York and its perimeter offices.

7. Facilities affected:

   *A. Main Post Office with 194,122 square feet and an estimated space of 25,000 square feet to be retained.

   B. VMF - not to be retained as a new one will be at the Rochester, New York PMC.

   *C. Parcel Post Annex Building lease to expire and facilities to be transferred to bew facility.

*Finance and lock box service in these areas will have to be ~~elevated~~ evaluated? by District Customer Service personnel to establish their needs, then proceed accordingly.

EXHIBIT 87 — U.S. Postal Service Memorandum captioned "General Planning Assumptions — Rochester, N.Y. PMC".

TABLE OF CONTENTS

SECTION	TITLE
1	GENERAL INFORMATION
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5	PLUMBING SYSTEMS
6	PROTECTION SYSTEMS
7	HEATING, VENTILATION AND AIR CONDITIONING
8	SPECIAL MECHANICAL EQUIPMENT
9	ELECTRICAL SITE REQUIREMENTS
10	ELECTRICAL DISTRIBUTION
11	SPECIFIC POWER REQUIREMENTS
12	COMMUNICATIONS
13	VEHICLE MAINTENANCE FACILITY
14	DESCRIPTION OF MAIL PROCESSING SYSTEMS

EXHIBIT 87 — U.S. Postal Service Memorandum captioned "General Planning Assumptions — Rochester, N.Y. PMC".

SECTION I
GENERAL INFORMATION

1:1 PROJECT DESCRIPTION

A. This project is to be known as "United States Post Office and Vehicle Maintenance Facility", Rochester, New York.

B. Based on current planning data the total required net area of the post office building is approximately 270,312 square feet plus 24,570 square feet of platforms. It is also estimated that approximately 27,500 square feet of area could be required for mechanical and electrical equipment rooms and fan plant areas. The total gross area of the post office building will be approximately 354,345 square feet plus platforms, office, support, mechanical and electrical equipment rooms and fan plant areas as required.

C. It is estimated that the site required for this facility is to contain approximately 36.1 acres.

D. A modified Vehicle Maintenance Facility will be provided. The approximate total gross area of the VMF (excluding indoor parking) to be 37,800 square feet indoor parking is approximately 16,000 square feet.

Instructions for the VMF have been established from "Criteria, Suggested Plans, and Specifications for VMF's." Issued by:

Office of Fleet Maintenance, Customer Services Branch, and Systems Engineering Design Branch, Process Engineering Division dated March 2, 1973.

See Section 1:5 #N for specific requirements.

E. The building, platform and parking should satisfy 10 year space requirements, (Office section 20 year). These elements, however, should also be designed so they can be readily expanded to satisfy the 20 year space requirements.

1:2 PARKING AND BUILDING SPACE REQUIREMENTS

This information is shown in Section 1:5 and on Drawings MEEPS-1-1, MEEPS-1-2. Dimensions indicated satisfy the functional requirements for this project. Dimensions may be modified, if necessary, if they will satisfy the functional requirements for this project.

EXHIBIT 87 — U.S. Postal Service Memorandum captioned "General Planning Assumptions — Rochester, N.Y. PMC".

1:3 OPERATING AND MAINTENANCE INSTRUCTIONS AND MANUALS

Adequate training, operating and maintenance manuals shall be provided so that postal employees can operate and maintain mechanical and electrical equipment in the facility.

1:4 FALLOUT SHELTER PROTECTION

Fallout shelter protection shall be designed in accordance with the latest design and analysis.

1:5 BUILDING SPACE AND PARKING REQUIREMENTS

A. Area Recapitulation

Space	1986 Approx. Net Area (Square Feet)
Offices	18,770
Lobbies (To be reflected by Cust. Svcs.)	2,606
Locker and Lunch Rooms	20,422
Support Area	27,697
Workroom Area	200,812
Building Net Building	270,312*
Platform	24,570
Approx. Net Building & Platform Area	294,882*
VMF	22,750

*Does not include area of lookout galleries, mechanical and electrical equipment rooms, enclosed parking areas and fan plant areas as required.

B. Approximate Site Required - 36.1 Acres

C. Total Vehicle Parking Requirements

	No. of Vehicles 10 yrs.	20 yrs.
Tractors (Enclosed Parking)	2	3
Trailers	5	7
Trucks (1 Ton & Over) Enclosed Parking	38	48
Motorized Carrier & Delivery Vehicles (Under 1 Ton) (Enclosed Parking)	160*	208*
Contract Trailers	8	11
Official Cars	30	35
Employees	972	1070
Lobby Service	35	38
Firm Mailers	5	7

*Combined Indoor Parking and Loading.

EXHIBIT 87 — U.S. Postal Service Memorandum captioned "General Planning Assumptions — Rochester, N.Y. PMC".

D. OFFICE SPACE REQUIREMENTS

OFFICES	NO. OF EMPLOYEES ON DUTY		SQ. FT.	
	BASIC	1986	BASIC	1986
Postmaster	1	1	* 205	* 205
Secretary	1	2	200	200
Conference Room	16	16	295	295
Mail Processing Manager	1	1	150	150
Mail Processing Off.	1	1	125	125
Secretary	1	2	110	170
General Office	15	20	1125	1500
Customer Services Mgr.	1	1	150	150
Administration Officer	1	1	125	125
Secretary	1	2	110	170
General Office	10	15	750	1125
Support Manager	1	1	150	150
P. D. Controller	1	1	125	125
Secretary	1	2	110	170
General Office	11	23	825	1725
Employee Relations Manager	1	1	150	150
Supt. Emp. and Services	1	1	125	125
Secretary	1	2	110	170
General Office	6	12	450	900
Personnel Ser. Ctr.	-	-	500	500
Civil Ser. Examination Room	55	55	1215	1215
Training Room	100	100	2025	2025
District Manager	1	1	* 205	* 205
Staff	5	5	600	600
Secretary & Recpt.	2	3	125	200
Clerks, Gen.	-	4	-	300
Conference Room	16	16	295	295
Supplies, Files, Etc.	-	-	300	400
Credit Union	2	3	200	260
Postal Inspectors	-	-	-	-
Supplies, Files, Etc.	-	-	300	400
Insp. Depredation	2	2	150	300
Insp. Fraud	1	1	150	150
Miscellaneous	1	2	150	300
Recpt., Clerk	2	2	110	170
Invest. Aides	1	2	75	150
Toilet, Closet & Lookout Entrance	-	-	-	60

EXHIBIT 87 — U.S. Postal Service Memorandum captioned "General Planning Assumptions — Rochester, N.Y. PMC".

	NO. OF EMPLOYEES		SQ. FT.	
	BASIC	1986	BASIC	1986
Security Space (35 Complement)	-	-	-	-
Officer in Charge	-	-	150	150
General Office	4	4	300	300
Security & Supply Room	-	-	250	250
Locker Room (Male 180'-Female 30')	-	-	210	210
Lunch Room	-	-	150	150
Sub Total	70	114	12,950	16,320
Contingency 15%			1,945	2,450
Total			14,895	18,770

*Includes 30' for toilets.

EXHIBIT 87 — U.S. Postal Service Memorandum captioned "General Planning Assumptions — Rochester, N.Y. PMC".

E. LOBBIES	10 YEAR REQUIREMENTS
Lock Box Lobby	1750 sq. ft.
Service Lobby	756 sq. ft.
Public Service Area	100 sq. ft.
Total	2606 sq. ft.

BOX LOBBY	LENGTH (INCHES)
Lock Box Lobby	125 x 14
Service Lobby	54 x 14
2 - 4' Doors	96
1 Self Service Postal Unit	288
3 - 1575-A Drop Units	72
1 - Call Window	60

LOCK BOXES AND DRAWERS

Size	Existing	Basic	10 Yrs.
No. 1	942	600	720
No. 2	240	168	200
No. 3	172	146	190
No. 4	30	96	116
No. 5	-	6	12
		1016	1238

LOCK BOX SCHEDULE - 10 YR. REQUIREMENTS

Unit Combinations			No. of Boxes & Drawer Sizes					Length
Quantity	Upper	Lower	1	2	3	4	5	
6	1501	1506	180	-	36	-	12	144
12	1501	1507	360	-	24	48	-	288
6	1501	1510	180	-	60	-	-	144
8	1502	1507	-	128	16	32	-	192
9	1503	1507	-	72	54	36	-	216
Total 10 Years			720	200	190	116	12	1500

EXHIBIT 87 — U.S. Postal Service Memorandum captioned "General Planning Assumptions — Rochester, N.Y. PMC".

F. SERVICE LOBBY	BASIC	10 YEARS
Work Stations Required (All Stations shall have scales)	8	10

RECAP - 10 YEAR - NET	DIM.		AREA
Lock Box Lobby	14 x 125	=	1750
Service Lobby	14 x 54	=	756
Public Service Area		=	100
Total			2606
Boxes and Space Behind	6 x 125	=	750
Counter & Space Behind	14 x 54	=	756
Firm Call Storage		=	450
Total			4562 sq. ft.

EXHIBIT 87 — U.S. Postal Service Memorandum captioned "General Planning Assumptions — Rochester, N.Y. PMC".

C. EMPLOYEE FACILITIES - LUNCHROOM - 10 YEAR

Employee Information		Total Number
Employees Requiring Lockers	Male	1800
	Female	295
	Supervisor-Male	111
	Supervisor - Female	5
Employees On Duty at Peak Occupancy	Male	700
	Female	205
	Supervisor-Male	65
	Supervisor-Female	2
Maximum Number of Employees Using Lunchroom at One Time		320
Vending Machines Required in Lunchroom		30
Contract Drivers	Maximum No. Using Contract Driver Room at One Time	10
	Maximum No. at Platform at One Time	12

(NOTE: Also see Section "L" and "M" Employee Information)

EMPLOYEE FACILITIES	AREA SQ. FT. 10 YEARS
Male Locker Room	10,800
Female Locker Room	* 1,950
Supervisor - Male	666
Supervisor - Female	30
Employee Lunch Room	5,120
Employee Lounge	1,256
Room for Contract Drivers 1/	150
3 Satellite Vending Areas @ 150 sq. ft. each	450
Total	20,422 Net

* 3 Cots

1/ With access from truck platform. Also provide toilet facilities for both male and female drivers adjacent to contract drivers room.

EXHIBIT 87 — U.S. Postal Service Memorandum captioned "General Planning Assumptions — Rochester, N.Y. PMC".

H. GENERAL SUPPORT AREAS - 10 YRS.	NET AREA SQ. FT.
All Purpose Vault	200
Custodian Accountable Paper	250
Wholesale Stamps	100
MISCELLANEOUS	
Stamped Envelopes	1270
Postal Supplies	1630
Postal Records	690
Postal Equipment	3570
Mail Bag Storage	3000
Medical Unit (Type A)	1200
Platform Accept. & Weighers	640
SSPU Tech. (3)	180
Letter Sorting Conveyor - Training Room	1280
Intensive Schedule Study Room	450
VESTIBULES	
1 - 25' x 12'	300
1 - 20' x 12'	240
1 - 25' x 12'	600
4 - 20' x 12'	960
MECHANIZATION AND MAINTENANCE SUPPORT	
Office - Postal Plt. Eng. or Bldg. Supt.	300
Office p 2 Supt. (Mail Proc. & Bldg. Equipt).	200
Office - Supt. Mech. and Maintenance	250
Office - Supt. Bldg. Services	200
Office - Maintenance Control and Supv.	1200
Stock Room - Parts, Tools, Etc.	2700
Shop - General Repair	2000
Shop - Postal Machine Repair	600
Shop - Paint	400
Janitors Closet & Custodial Supplies	1500
Building Grounds Equipment	400
Trash Room (Compactor)	-
Battery Room*	837
Training Room	400
Satellite Shop	150
	27,697 sq. ft. net

*3-12 volt chargers and 2-36 volt chargers in Battery Room.

EXHIBIT 87 — U.S. Postal Service Memorandum captioned "General Planning Assumptions — Rochester, N.Y. PMC".

J. OTHER WORKROOM AREAS - 10 YR.

	NET AREA SQ. FT.
Registry Dispatch Cage	1100
Platform Supervisors (2)	150
Vehicle Dispatcher (344.3) P.O.D. 37	250
Workroom Supervisors (5)	375
Tour Superintendent - 3 @ 160	480
Rewrap - (2400.2) P.O.D. 37	420
Mail Gram Room	300
PSDS (Previous Pages)	2615
	5690 sq. ft.

K. PLATFORM REQUIREMENTS

Platform	Net 10 Year Requirements
30" Dock	18
42" Dock	29
50" Dock	16
Platform Depth	35'-0"

Lengths for above - 10 year net

30" - 162'
42" - 348'
50" - 192'
Total 702'

Provide 1 scale 12,500 lbs. near platform accept on 30" Dock.

Provide 1 Dock Leveler @ 42" Dock.

Provide 1 Dock Leveler @ 50" Dock.

Removable trash container is to be located at end of 30" platform (compactor).

Provide steps and ramps as required.

EXHIBIT 87 — U.S. Postal Service Memorandum captioned "General Planning Assumptions — Rochester, N.Y. PMC".

L. EMPLOYEES REQUIRING LOCKERS

SECTION		Number of Employees 10 Years
WINDOW CLERKS BOX AND REGISTRY SECTION	Male	34
	Female	4
	Supv. - Male	6
	Supv. - Female	
OUTGOING LETTERS	Male	728
	Female	100
	Supv. - Male	32
	Supv. - Female	2
OUTGOING PAPERS	Male	60
	Female	26
	Supv. - Male	8
	Supv. - Female	
OUTGOING PARCEL POST	Male	6
	Female	4
	Supv. - Male	2
	Supv. - Female	
CITY LETTERS	Male	590
	Female	78
	Supv. - Male	22
	Supv. - Female	2
CITY PAPERS	Male	80
	Female	47
	Supv. - Male	10
	Supv. - Female	1
CITY PARCEL POST	Male	85
	Female	7
	Supv. - Male	10
	Supv. - Female	
CARRIER SECTION	Male	115
	Female	30
	Supv. - Male	15
	Supv. - Female	
PLATFORM UNIT	Male	100
	Female	
	Supv. - Male	7
	Supv. - Female	

TOTAL - 2,211-10 years

Maximum No. of employees using Lunchroom - 320 - 10 yrs.
Vending machines required in Lunchroom - 30 - 10 yrs.
Maximum No. in contract driver room - 10 - 10 yrs.
Maximum No. at contract drivers at platform 12- 10 yrs.

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EXHIBIT 87 — U.S. Postal Service Memorandum captioned "General Planning Assumptions — Rochester, N.Y. PMC".

M. TOILET ROOM REQUIREMENTS

SECTION	Peak Hour	Number of Employees 10 Years	
WINDOW CLERKS BOX & REGISTRY SECTION	0900	Male	17
		Female	2
		Supv. - Male	4
		Supv. - Female	
OUTGOING LETTERS	1900	Male	230
		Female	80
		Supv. - Male	23
		Supv. - Female	1
OUTGOING PAPERS	1500	Male	24
		Female	20
		Supv. - Male	5
		Supv. - Female	
OUTGOING PARCEL POST	2100	Male	3
		Female	2
		Supv. - Male	1
		Supv. - Female	
CITY LETTERS	0600	Male	200
		Female	61
		Supv. - Male	12
		Supv. - Female	1
CITY PAPERS	1500	Male	38
		Female	25
		Supv. - Male	6
		Supv. - Female	
CITY PARCEL POST	0500	Male	25
		Female	5
		Supv. - Male	7
		Supv. - Female	
CARRIER SECTIOM	0800	Male	123
		Female	10
		Supv. - Male	5
		Supv. - Female	
PLATFORM UNIT	1500	Male	40
		Female	
		Supv. - Male	2
		Supv. - Female	
TOTAL			972 - 10 Yrs.

EXHIBIT 87 — U.S. Postal Service Memorandum captioned "General Planning Assumptions — Rochester, N.Y. PMC".

N. MODIFICATIONS TO STANDARD DESIGN

The VMF Modifications mentioned in 1:1 Section D is established from "Criteria, Suggested Plans and Specifications for VMF's" dated March 2, 1973. Use this Criteria and Drawing Number 1, Type 1, dated October 26, 1972.

O. VMF - SPACE REQUIREMENTS - 10 YEAR NET

1. Maintenance	No.	Sq. Ft.
Gen. Repair Bays	19	9,500
Body Shop	1	1,200
Paint Shop	1	1,200
Wash Rack	1	1,200
		13,100 Total

2. Support Area	Sq. Ft.
Stock & Tool Room Incl. 200 sq. ft. office	2,400
Battery Room	150
Tire Repair	600
Equipment Storage	500
Training Room	800
Junk Room	250
Jan. Closet	50
	4,750 Total

3. Administrative	Employees	Sq. Ft.
General Office	7	700
Veh. Mgr.	1	150
Ass't. Mgr's.	2	200 (2 offices 100 sq. ft. each)
Foreman/Dispatch	5	200 (2 offices 100 sq. ft. each)
Mech./Gar. Swing & Lock	41	800
		2,050 Total

Net Total - 19,800 sq. ft.

4. 10 Year Requirements	
Lifts Required	10
No. of Gas Tanks	2
Capacity each Tank	5,000 gal.
No. of Gas Pumps	2
No. of Diesel Tanks	1
Capacity each Tank	5,000 gal.
No. of Diesel Pumps	1
Oil Storage	2 - 550 gal. capacity
Waste Oil	550 gal. capacity

EXHIBIT 87 — U.S. Postal Service Memorandum captioned "General Planning Assumptions — Rochester, N.Y. PMC".

5. Drive through truck washer should be located just inside of entrance to indoor parking area. A canopy is required over outdoor Caloline Island. Indoor storage is justified at Rochester, New York because this area is in the heart of the snow belt area and meets all climatological factors prescribed.

EXHIBIT 88 – U.S. Postal Service Memorandum – "Preliminary Site Selection Report."

PRELIMINARY SITE SELECTION REPORT
POST OFFICE AND FACILITY
ROCHESTER, NEW YORK

I. Request for Services

This preliminary report is submitted in accordance with OCS letter [illegible]-RLZ-C, dated 12 February 1973. Subject: "Request for services to initiate an investigation to determine the availability of 36 to 40 acre sites which would be suitable for construction of a new subject Postal Facility."

II. Location

"The preferred area for this facility is in the south section of Rochester or the near vicinity. This information should only be used as a guide and in no way intended to restrict the investigation of other sites in or around the City. The ideal site size would be 36.1 acres with a frontage of approximately 750' and an approximate depth of 2,100'." With reference to the aforementioned location and site size, areas in the south of Rochester, including the Town of Brighton, Henrietta, and also in the westerly section of Rochester along with the Town of Gates, are sites incorporated in this report.

III. Potential Sites

A. Site #1 - vacant site containing approximately 44 acres ± on the south side of Jefferson Road in the Town of Henrietta, located adjacent to the proposed Genesee Expressway running north and south. Estimated frontage approximately 1300' on Jefferson Road with ample depth of 1500'+. The site is basically level and at present would be bounded by vacant land on the east for the proposed expressway and vacant land on the west with housing

BEST COPY AVAILABLE

EXHIBIT 88 — U.S. Postal Service Memorandum — "Preliminary Site Selection Report."

abutting the extreme rear line. This parcel is zoned industrial as per information obtained from the Town of Henrietta and reputed owner, James D. Andrews of Rochester, N. Y. Mr. Andrews stated that this property would be available for negotiation of sale. Utilities include the availability of Water, Sanitary Sewer, Natural Gas, Telephone, etc.

B. Site #2 - vacant site located on the south side of Buffalo Road, also known as Rt. #33 west of the City of Rochester and adjacent to the Western Expressway, with access being available at the junction of this Expressway and Rt. #33. General topography of this parcel above road level. Said site is located in the Town of Gates, containing approximately 41 acres with a frontage of approximately 1500'. Reputed owner of this property being the Wilmorite Corp. of Rochester. Discussion with the representative of this Corp., a Mr. Sant, discloses that the zoning was commercial and that Water, Sewer, Gas and Telephone were available to the site. This information was also briefly verified by the Town of Gates officials. It was stated by Mr. Sant that property would probably be available for purchase, but as the principle of the Company was out of town on business, no definite commitment could be obtained at this time.

C. Site #3 - this vacant site is located on south side Buffalo Road, easterly from aforementioned Site #2, containing approximately 38.5 acres with a frontage of 800' or more. Topography is generally level. Discussions with officials of the Town of Gates disclosed the zoning would be industrial-manufacturing. Utilities available include Water, Sewer, Gas, Electricity, Telephone. Reputed owner of this property being the firm of Rappel & Hoenig Co., Inc. Mr. Rappel indicated that the property is available for purchase.

EXHIBIT 88 — U.S. Postal Service Memorandum —
"Preliminary Site Selection Report."

D. Site #4 - This basically level, vacant site located on the northeast corner of Bailey Road and John Street in the Town of Henrietta, N. Y. containing 56.38 acres with frontage of approximately 906' on Bailey Road and 2700' on John Street. There are two small parcels, one approximately 100' x 150' on the corner of John Street and Bailey Road, and one about midway in the property, frontage on John Street approximately 200' x 150', on which there are residencies established. Discussions with the Town of Henrietta officials reveal the zoning to be industrial and that utilities including Water, Electricity and Telephone, available on both Roads and that Sanitary Sewer and Natural Gas could probably be extended from nearby locations to this property. The reputed owner of this property is the firm of Strecher-Traeng-Schmidt Corp. Discussions held with Mr. Warnich of this Firm reveal that it is a west coast corporation and probability of sale would have to be forthcoming from their main office.

E. Site #5 - This site being basically level and vacant is located on the west side of Winton Road opposite entrance to existing Rt. #47, containing approximately 38 acres ± with a frontage of approximately 866' on Winton Road. Discussions with the Town of Brighton officials reveal the zoning to be "B" Residential. However, it should be noted that it was also mentioned to the undersigned that the probability of a zoning change for this size parcel in this location surrounded basically by vacant land and the proposed extension of Rt. #47 to the west, may be possible. Utilities available at this site would include Water, Sanitary Sewer, Power, Telephone and Natural Gas. Attempts have been made to contact the owner, a Mr. Max Gross, on several occasions in the past two days as to availability of this property, but to date no success.

17. Comments

The investigation of potential sites as per this Directive included

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EXHIBIT 88 — U.S. Postal Service Memorandum — "Preliminary Site Selection Report."

approximately 10 additional sites which have been eliminated because of size, zoning and availability of purchase and location. The order in which these sites have been listed is no indication of preference but just a general list as they were investigated.

Milford C. Peers,
Realty Specialist

EXHIBIT 88 — U.S. Postal Service Memorandum — "Preliminary Site Selection Report."

SITE #6

Located S/S Jefferson Road at corner of Saginaw Road - approximately 44 Acres± with 1221.6' frontage on Jefferson Road and 1900"± on Saginaw Road. Utilities available - Water, Sewer (Sanitary & Storm), Electricity & Gas. Zoned industrial Town of Henrietta, N. Y. Reputed owners Sullbro Corp., 109 Union Street, South, Rochester, N. Y. 14607. Principals: Mr. Sam Micalizzi and Mr. Wilson.

Property available for sale.
(716) 232-3878

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Site #7

This site located on the E/S Winton Road South, containing approximately 35± acres with 699.43' frontage. Topography generally level. Zoning (Residential apartment) Town of Henrietta. Owner - A. Clark Pieper, prefers to build and lease back but would consider sale. Utilities available - Water, Sewer, Electricity, Telephone.

EXHIBIT 88 — U.S. Postal Service Memorandum — "Preliminary Site Selection Report."

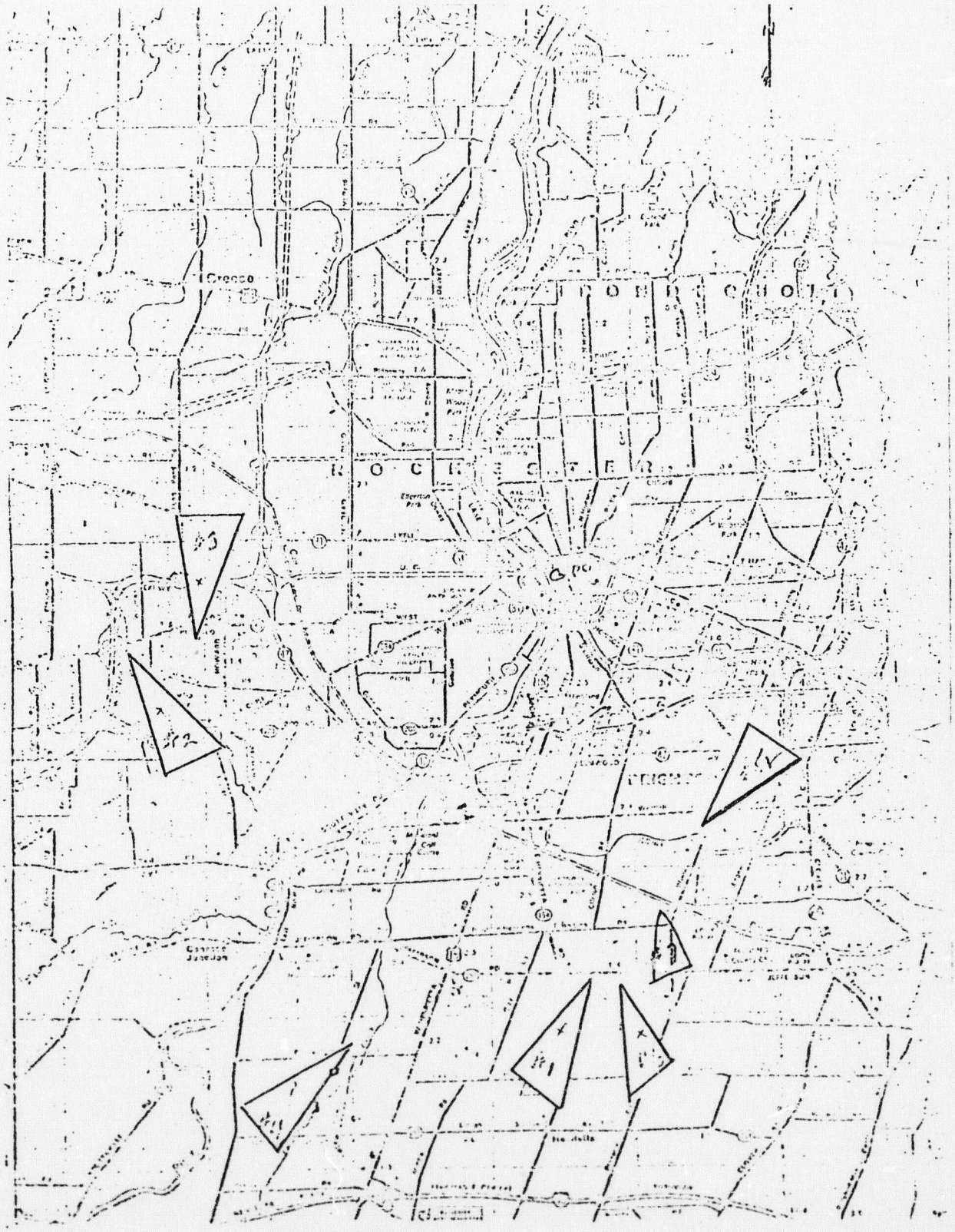

EXHIBIT 88 — U.S. Postal Service Memorandum —
"Preliminary Site Selection Report."

POSTAL SPACE REQUIREMENTS — 11-2-74

3. POST OFFICE	4. STATE AND ZIP CODE	5. POSTAL UNIT AND COUNTY WHERE LOCATED
ROCHESTER	NY 14604	GPO & PMC MONROE CO.

6. UNIT IS:
[X] MAIN OFFICE [ ] STATION [ ] BRANCH [ ] ANNEX [ ] AMF [X] 24 HOUR OPERATION 7 DAYS A WEEK
[X] OTHER (SPECIFY) PMC

7. WILL SERVE AS:
[ ] NATL. TRANSP. CENTER
[X] SECTIONAL CENTER [X] OTHER (Specify) PMC
[X] ASSOCIATE OFFICE

8. REVENUE EQUIVALENTS, LAST PUBLISHED YEAR: $

9. POPULATION

WHEN	POSTAL DISTRICT	SERVED BY THIS UNIT
10 YEARS AGO		
5 YEARS AGO		
PRESENT		
EST. 10 YRS. HENCE ( )		
EST. 20 YRS. HENCE ( )		

10. POSTAL UNITS AFFECTED

NAME (A)	INDICATE GOVT. OWNED OR DATE LEASE EXPIRES (B)	NET INTERIOR SQUARE FEET PRESENT (C)	NET INTERIOR SQUARE FEET EST. TO BE RETAINED (D)	FUNCTIONS TO BE TRANSFERRED TO FACILITY BEING SURVEYED (E)
MAIN PO	GOV'T	196,122	25,000	ADMINISTRATIVE AND ALL MAIL PROCESSING
VMF	GOV'T	24,317	NONE	ALL
PP ANNEX	LEASE	52,500	NONE	ALL

11. PREFERRED SITE AREA

AREA BOUNDED BY
RT. 47 ON NORTH (ELMWOOD AVE)
" 383 " WEST (SCOTTSVILLE RD)
" 252 " SOUTH (JEFFERSON RD.)
AND WINTON RD. ON EAST

12. PREPARED BY
E. R. Chamberlain Jr.
J. C. Campbell
REQUIREMENTS SPECIALIST

13. REVIEWED AND APPROVED
(Date) (Signature, Chief, M & P1 Branch)

14. APPROVAL OF REGIONAL DIRECTOR
(Date) (Signature of Regional Director)

APPROVED AS TO SITE AREA
E. R. Chamberlain Jr.
J. C. Campbell
11-7-74 (Date)
(Signature and title)
REQUIREMENTS SPECIALIST

POD Form 070

EXHIBIT 88 — U.S. Postal Service Memorandum —
"Preliminary Site Selection Report."

POST OFFICE: ROCHESTER | 11-21-72 | GPO Y 12, C- | DATE: | CHG. ORDER #:

I – SPACE RECAPITULATION

SPACE ALLOCATIONS	SQUARE FEET NOW IN USE	BASIC	10 YRS. ( )	20 YRS. ( )	DEPT. USE
1. OFFICE SECTION		13985	17675		
2. LOBBY AREAS		2214	2606		
3. LOCKER AND LUNCH ROOMS		17936	20422		
4. SUPPORT AREA		23097	25697		
5. WORKROOM AREA		195056	232584		
6. BUILDING NET INTERIOR		252,286	298,984		
7. PLATFORM AREA					
8.					

II – PARKING REQUIREMENTS

	VEHICLES	NUMBER BASIC	10 YRS. ( )	20 YRS. ( )	DEPT. USE
GOVT. OWNED	1. TRACTORS (Mun't owned)	1	2		
	2. TRAILERS	2	5		
	3. TRUCKS (1 ton and over)				
	4. MOTORIZED CARRIER AND DELIVERY VEHICLES (Under 1 ton)	Tour. from No. 138	163		
CONTRACT	5. TRACTORS	-	-		
	6. TRAILERS	8	8		
	7. TRUCKS (1 ton and over)	-	-		
	8. MOTORIZED CARRIER AND DELIVERY VEHICLES (Under 1 ton)	-	-		
	9. OFFICIAL CARS	15	30?		
	10. EMPLOYEES	527	642	972	
	11. PATRONS (Lobby Service)	30	35		
	12. FIRM MAILERS	4	5		
	13. HIGHWAY POST OFFICES	—	—		
	14. VMF INDOOR PKG.				
	15.				
	16. NO. OF VEHICLES THAT WILL UTILIZE VACANT SPACE AT THE PLATFORM FOR PARKING	—	—		

GPO 944-536

EXHIBIT 88 — U.S. Postal Service Memorandum —
"Preliminary Site Selection Report."

POST OFFICE: ROCHESTER | STATE: NY | CHG. GROUP #

III — OFFICE SPACE REQUIREMENTS

OFFICES* (Do not include vault space)	NO. OF EMPLOYEES ON DUTY IN THIS OFFICE: NOW	BASIC	10 YEARS ( )	20 YEARS ( )	SQUARE FEET: NOW	BASIC	10 YEARS (1984)	20 YEARS ( )	FOR DEPT. USE
POSTMASTER (18)		1	1			*260	*260		
SECRETARY		1	2			200	200		
CONF. ROOM		(16)	(16)			295	295		
MAIL PROCESSING MGR	(15)	1	1			150	150		
" " OFF.	(13)	1	1			125	125		
SECRETARY	"	1	2			110	170		
GENERAL OFFICE		15	20			1125	1500		
CUSTOMER SERVICES	MGR. (15)		1			150	150		
ADM. OFFICER	(13)		1			125	125		
SECRETARY		1	2			110	170		
GENERAL OFFICE		10	15			750	1125		
SUPPORT MGR.	(15)	1	1			150	150		
P.O. CONTROLLER	(13)	1	1			125	125		
SECRETARY		1	2			110	170		
GENERAL OFFICE		11	23			825	1725		
EMPLOYEE RELATIONS	MGR (15)	1	1			150	150		
SUPT. EMP & SERVICES	(13)	1	1			125	125		
SECRETARY		1	2			110	170		
GENERAL OFFICE		6	14			450	900		
PERSONNEL SER. CTR.						500	500		
CIVIL SER. EXAM. ROOM		(55)	(55)			1215	1215		
TRAINING ROOM		(100)	(100)			2025	2025		
DIST. MANAGER (18)		1	1			*260	*260		
STAFF - 3-16 (3 at 150')		3	3			450	450		
2-15		2	2			150	150		
SECRETARY & RECPT.		1 (1)	3 (2)			125	200		
CLERKS, GEN.			4				300		
CONF. ROOM		(16)	(16)			295	295		
CREDIT UNION									
SUB-TOTAL		61	101			10435	13180		
CONTINGENCY									
TOTAL Post to page 2.	FORWARDED TO NEXT PAGE								

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* For private office show employee level in parenthesis after each position title.

*INCLUDES 30' FOR TOILET

GPO 944-470

EXHIBIT 88 — U.S. Postal Service Memorandum — 'Preliminary Site Selection Report."

POST OFFICE	STATE	POSTAL UNIT	CHG. ORDER #
ROCHESTER	N Y.	GPO 2 1 2	

III – OFFICE SPACE REQUIREMENTS

OFFICES* (Do not include vault space)	NO. OF EMPLOYEES ON DUTY IN THIS OFFICE				SQUARE FEET				FOR DEPT. USE
	NOW	BASIC	10 YEARS ( )	20 YEARS ( )	NOW	BASIC	10 YEARS (1986)	20 YEARS ( )	
POSTMASTER ( ) FND		61	101			10665	13185		
POSTAL INSPECTORS	---								
INSP. DEPREDATION		2 (1)	2			150	300		
" FRAUD		1	1			150	150		
" MISCELANEOUS		1	2			150	300		
RECPT. CLERK		2 (1)	2			110	170		
INVEST. AIDES		1	2			75	150		
TOILET CLOSET &			1						
LOOK OUT ENT.							60		
SECURITY SPACE	(35 COMPLEMENT)								
OFFICER IN CHG.						150	150		
GENERAL OFFICE		(2)	(4)			300	300		
SECURITY & SUPPLY UNIT						250	250		
LOCKER ROOM	(MALE 180' – FEMALE 30')					210	210		
LUNCH ROOM						150	150		
SUB-TOTAL						12120	15370		
CONTINGENCY 15%						1825	2305		
TOTAL Post to page 2.		66	110			13985	17675		

POD Form 929 July 1967 Page 3 of 4 * For private office show employee level in parenthesis after each position title. GPO 944-535

EXHIBIT 88 — U.S. Postal Service Memorandum —
"Preliminary Site Selection Report."

POST OFFICE		POSTAL UNIT	DATE 11-21-1[illegible]
ROCHESTER	NY	GPO & P IC	CHG. ORDER #

IV - LOBBY AREAS

A. LOCK BOXES AND DRAWERS

SIZE	EXISTING	RENTED	BASIC	10 YRS. (1986)	20 YRS. ( )	FOR DEPARTMENT USE
NO. 1	947		600	720		
NO. 2	240		168	200		
NO. 3	172		146	190		
NO. 4	30		96	116		
NO. 5	—		6	12		
TOTALS		#	1016	1238		

LOCK BOX NUMBERS TO BEGIN WITH #

B. BOX LOBBY REQUIREMENTS

QUANTITY	UNIT NO.	DESCRIPTION	LENGTH (Inches)
1		SELF-SERVICE POSTAL UNIT	288
2		DOORS (48" EACH)	96
3	1575-17	DROP UNITS	72
		STAMP VENDING MACHINE	
1		CALL WINDOW	60

LOCK BOX SCHEDULE

10 YEARS

UNIT COMBINATIONS			NUMBER OF BOXES AND DRAWERS BY SIZE					
QUANTITY	UPPER - LOWER		1	2	3	4	5	
6	1501	1506	180		36		12	144
12	1501	1507	360		24	48		288
6	1501	1510	180		60			144
8	1502	1507		128	16	32		192
9	1503	1507		72	54	36		216
SUB-TOTAL 10-YEAR REQUIREMENT (1986)			720	200	190	116	12	1500

20 YEARS

GRAND TOTAL 20-YEAR REQUIREMENT ( )								—

( ) 10 YEAR BOX LOBBY LENGTH	125'	Feet
( ) 20 YEAR BOX LOBBY LENGTH	—	Feet

EXHIBIT 88 — U.S. Postal Service Memorandum —
"Preliminary Site Selection Report."

RANDOLPH [illegible] NY [illegible]

IV C. SERVICE COUNTER STATIONS

TRANSACTIONS	NUMBER OF TRANSACTIONS NOW PEAK HOUR	NOW DAILY	10 YEARS ESTIMATED DAILY (1986)	20 YEARS ESTIMATED DAILY ( )	WORK STATIONS NEEDED	NO.	DEPT. USE
PARCEL POST					BASIC	8	
STAMPS					10 YEARS HENCE (1986)	10	
WHOLESALE STAMPS					20 YEARS HENCE ( )		
GENERAL DELIVERY					1-4' GATE		
MONEY ORDERS							
REGISTRY							
CERTIFIED MAIL							
C.O.D. DELIVERIES							
INFORMATION							
INQUIRY AND CLAIMS							
METER SETTINGS							
BOX RENT							
TOTAL							

D. LOBBIES, BOX AND SERVICE COUNTER AREA

AREAS (Item 1, always include 4 feet for counter gate.)	BASIC DIMENSIONS	BASIC AREA SQ. FT.	10 YRS. (1986) DIMENSIONS	10 YRS. (1986) AREA SQ. FT.	20 YRS. ( ) DIMENSIONS	20 YRS. ( ) AREA SQ. FT.	DEPT. USE DIMENSIONS	DEPT. USE AREA SQ. FT.
1. LOCKBOX LOBBY	10'4"x14'	1498	12'5"x14'	1750				
2. SERVICE LOBBY	4'4"x14'	616	5'4"x14'	756				
3. PUBLIC SERVICE AREA		100		100				
4. SUB-TOTAL (1+2+3) Post to Item 2, page 2		2214		2606				
5. BOXES AND WORK SPACE BEHIND	10'7"x6'	642	12'5"x6'	750				
6. COUNTER AND WORK SPACE BEHIND	4'4"x14'	616	5'4"x14'	756				
7. *FIRM CALL STORAGE		450		450				
8. *C.O.D. OVERNIGHT STORAGE								
9. SUB-TOTAL (5+6+7+8) Post to Page 14		1708		1956				

*Complete only if normal space behind boxes or behind counter will not accommodate firm call storage or number of parcels requiring storage.

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"Preliminary Site Selection Report."

ROCHESTER NY 14570 P.L.J

V - EMPLOYEE FACILITIES

A. EMPLOYEE INFORMATION		TOTAL NUMBER BASIC	10 YRS. (1920)	20 YRS. ( )	DEPT. USE
EMPLOYEES REQUIRING LOCKERS	MALE	1705	1800		
	FEMALE	265	295		
	SUPERVISOR - MALE	101	111		
	SUPERVISOR - FEMALE (2107)	3	(2211) 5		
EMPLOYEES ON DUTY AT PEAK OCCUPANCY	MALE	597	700		
	FEMALE	150	205		
	SUPERVISOR - MALE	50	65		
	SUPERVISOR - FEMALE (798)	1	(972) 2		
MAXIMUM NUMBER OF EMPLOYEES USING LUNCH ROOM AT ONE TIME		263	320		
VENDING MACHINES REQUIRED IN LUNCH ROOM		20	30		
CONTRACT DRIVERS	MAXIMUM NUMBER USING CONTRACT DRIVER ROOM AT ONE TIME	8	10		
	MAXIMUM NUMBER AT PLATFORM AT ONE TIME	10	12		

B. LOCKER AND LUNCH ROOMS		SQUARE FEET BASIC	10 YRS. ( )	20 YRS. ( )	DEPT. USE
LOCKER ROOMS	MALE	10230	10800		
	FEMALE	*1320	**1950		
	SUPERVISOR - MALE	606	666		
	SUPERVISOR - FEMALE	18	30		
EMPLOYEE LUNCH ROOM		1/ 4208	1/ 5120	1/	1/
EMPLOYEE LOUNGE AREA		952	1256		
ROOM FOR CONTRACT DRIVERS 2/		150	150		
3 SATELITE VENDING AREAS OF 150 @ EACH		450	450		
TOTAL (Post to page 2)		17934	20422		

* 2 - COTS
** 3 - COTS

POD Form 000 ... 1/ Includes 10 Sq. Ft. for each vending machine required. GPO 844-536

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VI – SUPPORT AREAS

A. VAULTS

USAGE	NOW NO.	NOW SQ. FT.	BASIC NO.	BASIC SQ. FT.	10 YRS. (1982) NO.	10 YRS. (1982) SQ. FT.	20 YRS. ( ) NO.	20 YRS. ( ) SQ. FT.	DEPT. USE NO.	DEPT. USE SQ. FT.
ALL PURPOSE			1	200	1	200				
CUSTODIAN ACCOUNTABLE PAPER			1	250	1	250				
REGISTRY DISPATCH UNIT[1]										
WHOLESALE STAMPS			1	100	1	100				
TOTAL (Post to first line next section.)				550		550				

B. MISCELLANEOUS

AREAS	SQUARE FEET REQUIRED BASIC	10 YRS. (1982)	20 YRS. ( )	DEPT. USE
VAULTS (Total from Section A above)	550	550		
STAMPED ENVELOPES	970	1270		
POSTAL SUPPLIES	1240	1630		
POSTAL RECORDS	520	690		
POSTAL EQUIPMENT	2710	3570		
MAIL BAG STORAGE	1000	1000	3300	
MEDICAL UNIT (Type: A)	1700	1200		
PLATFORM ACCEPTANCE & WEIGHER'S UNIT[2]	540	640		
SSPU TECH (3 Units)	180	180	UNCHANGED	
LET. SOR. CONT. TRN. ROOM	1280	1280		
INTENSIVE SCH. STDY. ROOM	450	450		

C. VESTIBULES

BASIC NO.	BASIC DIMENSIONS	10 YRS. (1982) NO.	10 YRS. (1982) DIMENSIONS	20 YRS. ( ) NO.	20 YRS. ( ) DIMENSIONS			
1	25X12	1	25X12			300	300		
	—	1	20X12			240	240		
1	25X12	2	25X12			300	600		
2	20X12	4	20X12			480	960		

D. MECHANIZATION AND MAINTENANCE

OFFICE - POSTAL PLANT ENG. OR BUILDING SUPT.	300	300		
OFFICE - 2 SUPT. (MAIL PROC. AND BLDG. EQUIP.)	200	250		
OFFICE - SUPT. MECH. AND MAINT.	250	250		
OFFICE - SUPT. OF BUILDING SERVICES	200	200		
OFFICE - MAINTENANCE CONTROL AND SUPERVISOR	1200	1200		
STOCK ROOM - PARTS, TOOLS, MATERIAL, MECH. SUP.	2700	2700		
SHOP - GENERAL REPAIR	2000	2000		
SHOP - POSTAL MACHINE REPAIR	600	600		
SHOP - PAINT	400	400		
JANITOR - CLOSETS				
CUSTODIAL SUPPLIES	1500	1500		
BUILDINGS - GROUNDS EQUIPMENT	400	400		
TRASH ROOM	COMPACTOR			
BATTERY ROOM	837	837		
TRAINING ROOM	400	400		
SATELLITE SHOP	150	150		
TOTAL (Post to page 2)	23997	25537		

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July 1967

[1] If a security cage is required in lieu of a vault within the registry dispatch cage, provide under Section VIII M, Page 14.
[2] If requirement is less than 240 sq. ft., show under Section VIII M, Page 14.

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"Preliminary Site Selection Report."

ROCHESTER, NY IRONDEQUOIT

VII – DISTRIBUTION AND DELIVERY

A. DISTRIBUTION. Put X in blocks to show present and proposed distribution at unit being surveyed and at other units affected by any changes in that distribution.

	NAME OF UNIT	OUTGOING MAIL												CITY MAIL											
		LETTERS		ORDINARY PAPERS		PARCEL POST		SPR'S.		CIRCULARS LETTER SIZE		CIRCULARS FLATS		LETTERS		ORDINARY PAPERS		PARCEL POST		SPR'S.		CIRCULARS LETTER SIZE		CIRCULARS FLATS	
		PRI	SEC	PRI	SEC	PRI	SEC	PRI	SEC	PRI	SEC	PRI	SEC	PRI	SEC	PRI	SEC	PRI	SEC	PRI	SEC	PRI	SEC	PRI	SEC
PRESENT OPERATION																									
PROPOSED OPERATION																									

B. DELIVERY SERVICE - PROPOSED OPERATION. Show number of routes for the facility being surveyed and all other units directly affected by the proposed change of delivery services.

NAME OF UNIT		NUMBER OF DELIVERY ROUTES				NO. OF SPECIAL DELIVERY MESSENGERS
		FOOT & BICYCLE	MOTORIZED	PARCEL POST	RURAL	
FOR UNIT BEING SERVED	10 YEARS HENCE ( )		125	to be furnished		38
	20 YEARS HENCE ( )					
FOR ALL OTHER DELIVERY UNITS	10 YEARS HENCE ( )					
	20 YEARS HENCE ( )					

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POST OFFICE: ROCHESTER | ST: NY | 0 [illegible] PMC | CHG. END'G. [illegible]

VII – C DELIVERY SERVICE - PRESENT OPERATION .

(Show number of routes for entire delivery area)

ZIP CODE	NAME OF UNIT	NUMBER OF DELIVERY ROUTES					NO OF SPECIAL DELIVERY MESSENGERS
		FOOT & BICYCLE	MAILSTER	OTHER MOTORIZED	PARCEL POST	RURAL	
		N. 17					
	TOTAL						

POD Form [illegible]

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"Preliminary Site Selection Report."

POST OFFICE: ROCHESTER NY — POSTAL ZONE: GPO 14605

VIII - WORKROOM AREAS (Basic Stations, Intermediates, and Square Footage 1/)

WORK STATION UNITS	TYPE DIST.	BASIC NUMBER	BASIC SQ. FT.	10 YEARS (1985) NUMBER	10 YEARS (1985) SQ. FT.	20 YEARS ( ) NUMBER	20 YEARS ( ) SQ. FT.	DEPT USE NUMBER	DEPT USE SQ. FT.
A. CULL-FACE-CANCEL									
		LETTERS & CARDS ON							
		THIS PAGE ONLY							
TOTAL		ORIGINATING							
B. OUTGOING LETTERS 2/									
1,639,818		× 60% =		983,891.					
983,891.		÷ 4HR =		245,972					
245,972		÷ 34,600 =		7.1 LSM's					
TOTAL		DESTINATING							
C. OUTG. FLATS & PAPERS 2/									
2,031,640		× 60% =		1,218,984					
1,218,984		÷ 5HR =		243,797					
243,797		÷ 34,600 =		7.1 LSM's					
TOTAL		ORIGINATING & DESTINATING							
D. OUTGOING PARCEL POST									
3,671,458		× 80% =		2,937,166					
34,600		× 7.1 SM =		242,200					
2,937,166		÷ 242,200 =		12.12	HRS PROCESSING TIME				
7.1 LSM's		× 16,000 =		112,000					
TOTAL									
GRAND TOTAL Post to Page 11			54,000		112,000				

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1/ Show quantities of equipment as the sum of Basic stations and intermediates. Use 1.2 to calculate square feet of basic stations and 2.4 for intermediates.

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VIII - WORKROOM AREAS (For Stations, Branches, and Stamp Centers)

	WORK STATION UNITS	TYPE DIST.	BASIC NUMBER	BASIC SQ. FT.	10 YEARS (1976) NUMBER	10 YEARS (1976) SQ. FT.	20 YEARS ( ) NUMBER	20 YEARS ( ) SQ. FT.	DEPT. USE NUMBER	DEPT. USE SQ. FT.
A. CULL-FACE-CANCEL										
	TOTAL									
B. OUTGOING LETTERS 2/										
	TOTAL									
C. OUTG. FLATS & PAPERS 2/	2126	(PRIM.)		820	2/7	820				
	2126	(SEC.)		890	2/8	890				
	2227	(PRIM. SPR)		1820	2	1820				
	2187	(SEC. SPR. PRIM.)		6240	8	6240				
	TOTAL			1710		1710				
D. OUTGOING PARCEL POST	2121	(PRIM.)	1195	2390	2	2390				
	2187	(SEC.)	780	2390	3	2340				
	2187	AIR PRIM.			1	780				
	TOTAL			5510		5510				
GRAND TOTAL Post to Page 14				15340		15340				

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1/ Show quantities of equipment as number of basic stations and increments, viz: 1 2 to indicate one basic work station and two increments.
2/ Include first class flats, pouching, and outgoing special delivery parcels.
3/ Outgoing circulars and papers, including packing.

EXHIBIT 88 — U.S. Postal Service Memorandum — "Preliminary Site Selection Report."

ROCHESTER, NEW YORK

VIII – WORKROOM AREAS (Work Stations, Items 1 thru 10 Equipment)

WORK – STATION UNITS	TYPE MOD.	BASIC NUMBER	BASIC SQ. FT.	10 YEARS 1975 NUMBER	10 YEARS 1975 SQ. FT.	20 YEARS NUMBER	20 YEARS SQ. FT.	PART USE NUMBER	PART USE SQ. FT.
E. HOLDING AREA 2/									
1010	30"			100	3000				
TOTAL			3000		3000				
F. CITY LETTERS 2/									
			SEE PAGE 10						
TOTAL									
G. CITY FLATS & PAPERS 2/									
2126	(PRIM.)			2/38	3980				
2126	(SEC.)			6/38	3980				
2222	(PRIM. SPE.)		940	2	940				
2187	(SEC. SPE.)		2700	5	3700				
TOTAL			12,800		12,900				
H. CITY PARCEL POST									
2207	(PRIM.)			1	1175				
2229	(SEC.)		(7000)	21	14,700				
TOTAL			15,875		15,875				
GRAND TOTAL Post to Page 14			31,675		31,675				

944.536 1/ Show quantities of equipment in number of basic stations and increments, i.e., 1/2 to indicate one basic work station and two increments.

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EXHIBIT 88 — U.S. Postal Service Memorandum — "Preliminary Site Selection Report."

ROCHESTER, NY 14604 Page 2

VIII - WORKROOM AREAS (Work Stations, Increments, & Square Footage[1])

	WORK STATION UNITS	BASIC NUMBER	BASIC SQ. FT.	10 YEARS (1986) NUMBER	10 YEARS (1986) SQ. FT.	20 YEARS ( ) NUMBER	20 YEARS ( ) SQ. FT.	DEPT. USE NUMBER	DEPT. USE SQ. FT.
I. CARRIER SECTION[2]	2451 (176)	11/20	5100	13/50	10,200				
	TOTAL		5100		10,200				
J. SPEC. DEL. SECTION	CLERKS	100'	300	3	300				
	MESSENGERS	NO. 25'	950	NO. 38	950	NO.		NO.	
	TOTAL		1250		1250				
K. REGISTRY, C.O.D., POSTAGE DUE, CARRIER KEY CAGE	2475			2	270				
	TOTAL		270		270				
L. NIXIE SECTION	LETTER	75'	225	3	225				
	PARCEL	100'	300	3	300				
	HDQ. SP. ALLEN.				100				
	TOTAL		525		625				
GRAND TOTAL Post to Page 1A			7075		12325				

POD Form 4[illegible] 17 [illegible]

1 Show quantities of equipment as number of basic stations and increments, see 1 2 to indicate per basic unit

EXHIBIT 88 — U.S. Postal Service Memorandum —
"Preliminary Site Selection Report."

ROCKVILLE, [illegible]

VIII – WORKROOM AREAS (Work stations, increments, and square footage)

WORK STATION UNITS	TYPE* DISTR.	BASIC		10 YEARS (1926)		20 YEARS ( )		DEPT. USE	
		NUMBER	SQ. FT.	NUMBER	SQ. FT.	NUMBER	SQ. FT.	NUMBER	SQ. FT.
				N.A.					
GRAND TOTAL Post to page 14			SQ. FT. REQ		SQ. FT. NOW		SQ. FT. REQ		SQ. FT. REQ

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*IDENTIFY: P-Primary; S-Secondary; T-Tertiary; SCF-Section Center; SH-Single Handing; AM-Annex; PO-Pouching; HO-Hold Area; STO-Storage.

EXHIBIT 88 — U.S. Postal Service Memorandum — "Preliminary Site Selection Report.",

SECTION VIII-M, Complete items listed only when applicable, and space is to be provided in work room area. If ceiling high partition office is required, do not show here, but list under Section III, Page 3.

OTHER WORKROOM AREAS (List additional as required)	WORK STATION UNITS	SQUARE FEET BASIC	10 YRS. (1975)	20 YRS. ( )	SUPT. USE
REGISTRY DISPATCH CAGE		1100	1300		
REGISTRY DISPATCH SECURITY CAGE					
PLATFORM ACCEPTANCE & HIGHER SUNIT 1/	PG. 7				
PLATFORM SUPERVISORS (12)		150	150		
VEHICLE DISPATCHER (364.3)		100	100		
INQUIRY AND CLAIMS		200	200		
WORKROOM SUPERVISORS	(5)	375	375		
TOUR SUPERINTENDENT LEVEL 12 (30 160)		480	480		
TIME AND ATTENDANCE					
REWRAP (2600, 2)		420	420		
PSDS 1 1/2% 10-11-14		2150	2570		
MAILGRAM 4310					

SECTION VIII-N, RECAPITULATION					
TOTAL (Section VIII-M above)		4975	5595		
TOTAL, FROM PAGE 10 AND 10-A		99,340	127,340		
TOTAL, FROM PAGE 11		31,695	31,695		
TOTAL, FROM PAGE 12		12,385	12,385		
TOTAL, FROM PAGE 13		—	—		
COUNTER, BOXES AND SPACE BEHIND (From Line 9, Sec. II-D, Page 5)		1708	1956		
SUB-TOTAL		150,043	178,911		
ADJUSTMENT (Use Table, POD Pub. 37)		45013	53,673		
NET WORKROOM AREA (Post to Page 2)		195,056	232,584		

1/ See Sect. VI-H, Page 7

EXHIBIT 88 — U.S. Postal Service Memorandum —
"Preliminary Site Selection Report."

ROCHESTER, NY GPO, 2nd C [illegible]

IX – PLATFORM AND VEHICLE ACTIVITY

A. Mail Handling Vehicle Activity (Tailboard) Spaces Required at Peak

Develop peak require-ments separately for each platform height

TYPE OF SERVICE	VEHICLES NEEDING 30" DOCK — PEAK (5 MINUTE) PERIOD — TIME			VEHICLES NEEDING 40" DOCK — PEAK (5 MINUTE) PERIOD — TIME			VEHICLES NEEDING 50" DOCK — PEAK (5 MINUTE) PERIOD — TIME		
	BASIC	10 YRS. 123	20 YRS. ( )	BASIC	10 YRS. 116	20 YRS. ( )	BASIC	10 YRS. 122	20 YRS. ( )
PRIVATE MAILER									
STAR/TRUCK ROUTE									
H.P.O. (12' TAILBOARD)									
MOTORIZED RTS. (Trucks)									
PARCEL POST									
RELAY									
COLLECTION									
INTER-STATION									
DEPOT									
AIRPORT MAIL FACILITY									
SPECIAL DELIVERY (1)									
RURAL (1)									
TOFC (2)									
TOTALS									

B. Platform Sizes

MEASUREMENTS	BASIC			10 YEARS( )			20 YEARS( )			DEPT. USE		
HEIGHTS ABOVE APRON	30"	40"	50"	30"	40"	50"	30"	40"	50"	30"	40"	50"
LENGTH (3) (Tailboard Only)												
TOTAL LENGTH (4)	FT.			FT.			FT.			FT.		
TOTAL WIDTH	FT.			FT.			FT.			FT.		
TOTAL PLATFORM AREA	SQ. FT.			SQ. FT.			SQ. FT.			SQ. FT.		

Platform steps and ramp will be provided in the design of building.

C. Miscellaneous Vehicle and Platform Requirements

DESCRIPTION	BASIC	10 YRS.( )	20 YRS.( )	DEPT. USE
1. NO. VEHICLES REQUIRING PREHEATER OUTLET				
2. NO. HPO'S REQUIRING ELECTRICAL OUTLETS AT ONE TIME				
3.				
4.				

5. TRASH REMOVAL CONTAINER (*State cubic content of container, frequency of removal, and number used at one time.*)

BUILT-IN SCALES

6. PLATFORM (*Give justification, including maximum weight of single mailings and frequency of such mailings.*)

LOCATION
☐ PLATFORM
☐ VESTIBULE

7. FOR OVER-THE-ROAD TRUCKS (*From concept supplemental information*)
☐ YES ☐ NO

8. BULK GASOLINE OUTLET REQUIRED (*From concept*)
☐ YES ☐ NO

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July 1967

(1) Tailboard where not normally provided. If required, justify on Note Pres.
(2) Trailer on Flat Car, see instructions, Chapter 2, POD Pub. 37.
(3) When only one 40" and/or one 50" platform height spot is indicated, see instructions, Chapter 2, POD Pub. 37.
(4) Where more than 300 linear feet of total platform is provided at 30" level see instructions, Chapter 2, POD Pub. 37.

GPO 944-336

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EXHIBIT 88 — U.S. Postal Service Memorandum — "Preliminary Site Selection Report."

August 9, 1973

411-E. I. Maxwell:bac

Site Selection - Rochester NY

Director
Logistics Division

On August 8, 1973 the site selection team visited four locations in and near Rochester NY for the new Post Office.

It was felt by most of the team that the office should be located South of the city. It is now planned to combine the mail processing of SCF Elmira NY 14901 to Rochester NY.

Site 5 was selected as the primary spot because of its location to the "Outer Loop" of the city and good access to the New York State Thruway. It is also easy to reach via state route 15 and 15A that would be traveled between Elmira NY and Rochester N.Y. Travel time to the Airport is less then 1/2 hour. The major problem is that this land is zoned Residential. The township supervisor was not receptive to a zoning change.

The alternate site 6 is almost as good logistically but not as good for construction.

If site 5 cannot be cleared by the Township of Brighton, site 6 will become the primary site for the new Post Office.

151

E. I. Maxwell
Transportation Research & Analysis Officer

cc: Mgr., Distribution Systems Branch
Mgr., Transportation Services Branch
Mgr., Transportation Planning Branch

EXHIBIT 88 — U.S. Postal Service Memorandum — "Preliminary Site Selection Report."

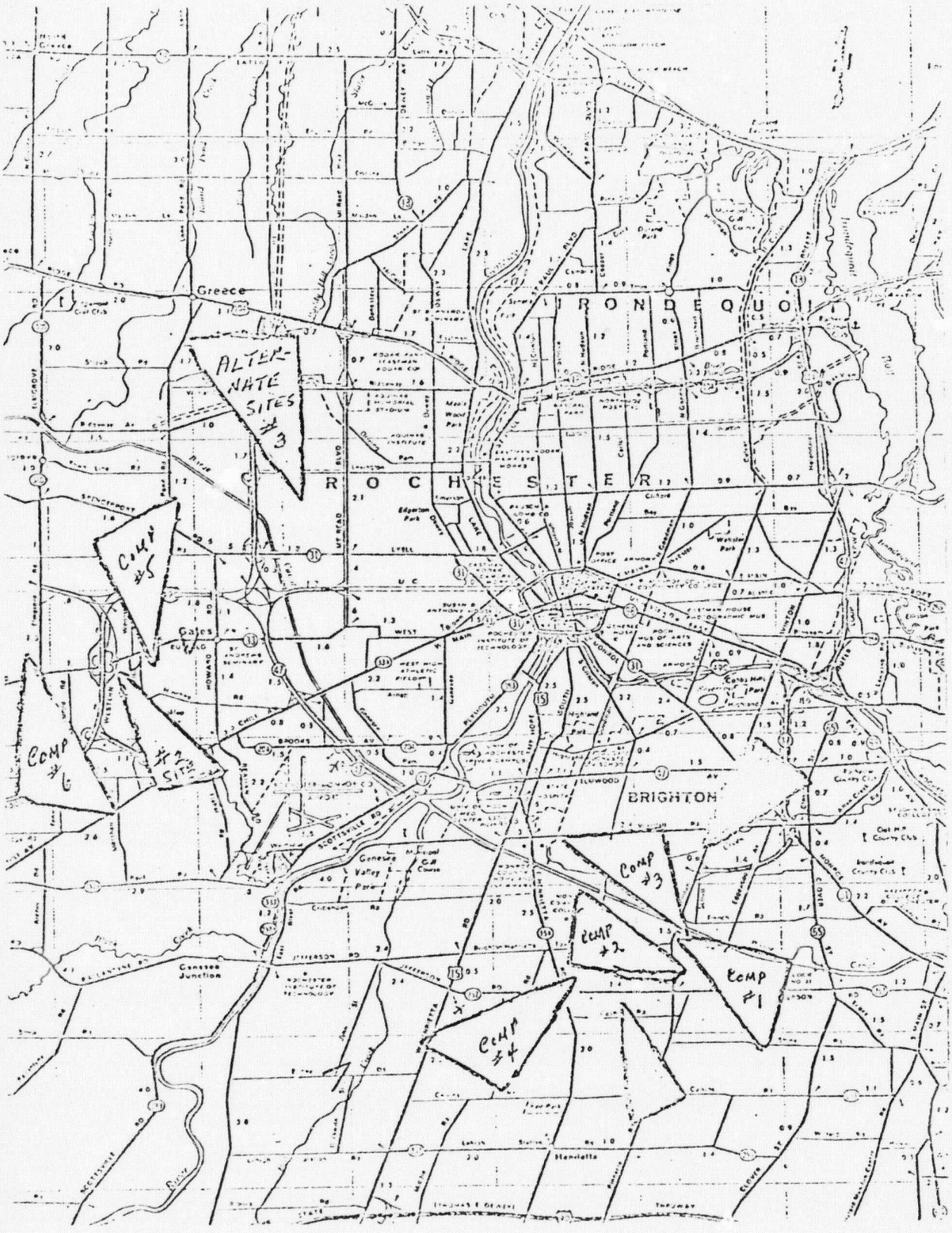

EXHIBIT 88 — U.S. Postal Service Memorandum — "Preliminary Site Selection Report."

UNITED STATES POSTAL SERVICE
EASTERN REGION
P. O. BOX 8501
PHILADELPHIA, PENNSYLVANIA 19101

DATE: August 9, 1973

REPLY TO ATTN OF: 411-E. I. Maxwell:hmc

SUBJECT: Site Selection - Rochester NY

TO:

Director
Logistics Division

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E. I. Maxwell
Transportation Research & Analysis Officer

cc: Mgr., Distribution Systems Branch
Mgr., Transportation Services Branch
Mgr., Transportation Planning Branch

EXHIBIT 88 — U.S. Postal Service Memorandum — "Preliminary Site Selection Report."

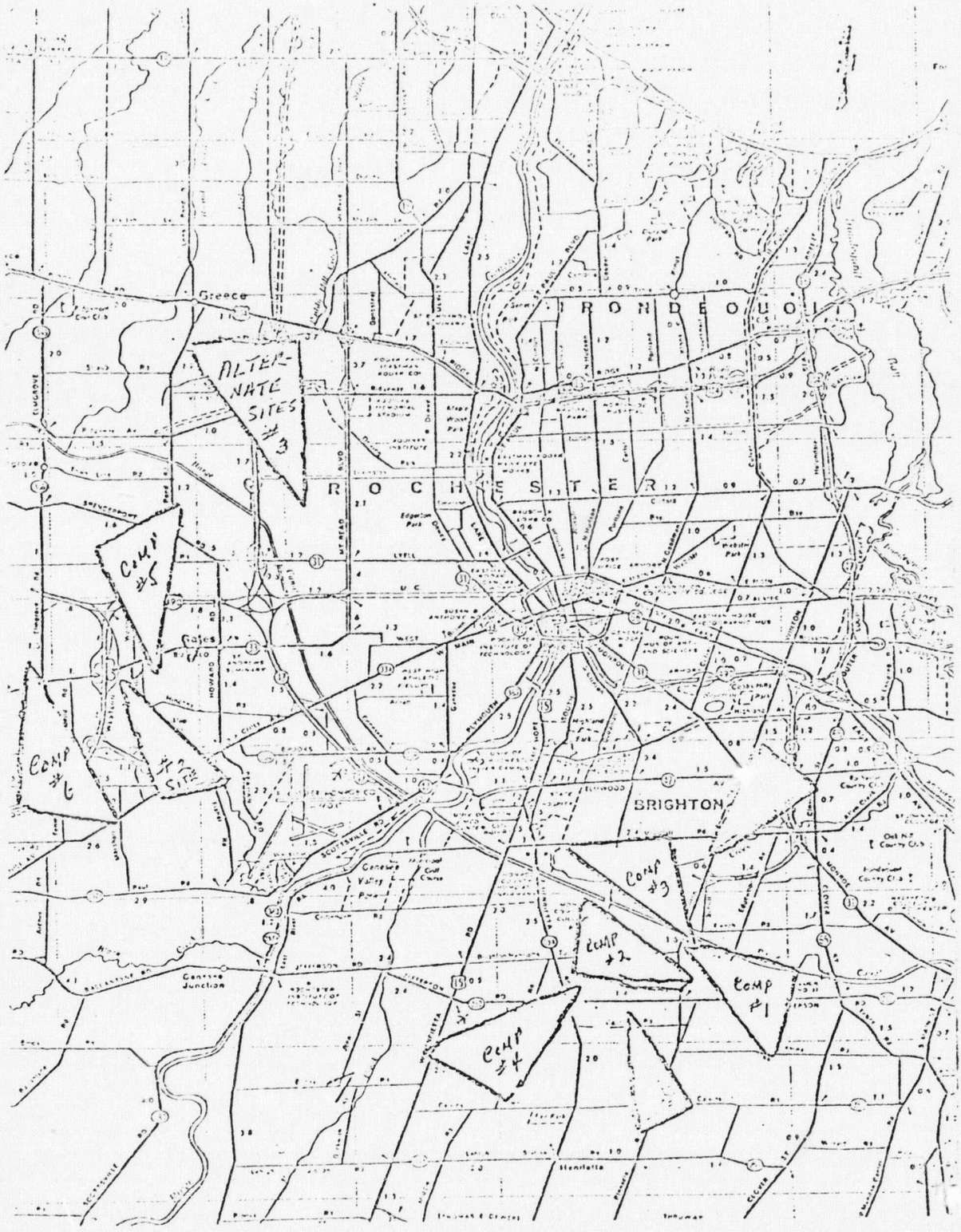


EXHIBIT 88 — U.S. Postal Service Memorandum —
"Preliminary Site Selection Report."

8-8-74

Rochester N.Y. — Site Selection Recap

Sheehan J. Hughes	EEO Division Eastern Region
Ed Maxwell	Logists Div Eastern Region
William E Dunn	Sec Cle Supr Postmaster Rochester Reg.
Harold W Burgin	Procurement & Leases / USPS Headquarters
George G Glover	Rochester District Office.
George R. Pollock	Systems Design Branch (Hdqtrs)
Michael M. Donigian	Prog. Mgmt Wash D.C.
Millard C. Beers	Real Estate Officer, PAFO
John T. McDonald	Office of Real Estate

EXHIBIT 88 — U.S. Postal Service Memorandum — "Preliminary Site Selection Report."

UNITED STATES POSTAL SERVICE

OUR REF: P:WEF:fm DATE: August 8, 1973

SUBJECT: Rochester, New York - Preferential Mail Facility P.O. CL:

TO:

Memorandum for Record

On August 8, 1973, Site Selection Team visited sites #3, #5 and #6 cited in the Real Estate Report prepared by the Corp of Engineers for the Rochester, New York Preferential Mail Center. Also, a 4th alternate site known as the U.D.C. site was visited for consideration.

Site #5 was recommended by the Site Selection Team as the preferred location for the new facility. A rezoning will be required by the Government.

Site #5 had the transportation operational and best location advantages over the other contending sites. Site #6 which is approximately two miles southwest of site #5 also had similar advantages as a second choice selection.

If Site #5 is not controlled within reasonable time, site #6 is to be considered as a prime selection.

S/ J. Hughes, EEO

M. M. Donigian,
Office of Program Management

per Dean S. Flemming,
District Manager

J. L. McDonald
Office of Real Estate

M.C. Beers, Real Estate Officer

E. Maxwell, Logists Div.

G. Bugen G. Pollock
Systems Engineering

EXHIBIT 88 — U.S. Postal Service Memorandum — "Preliminary Site Selection Report."

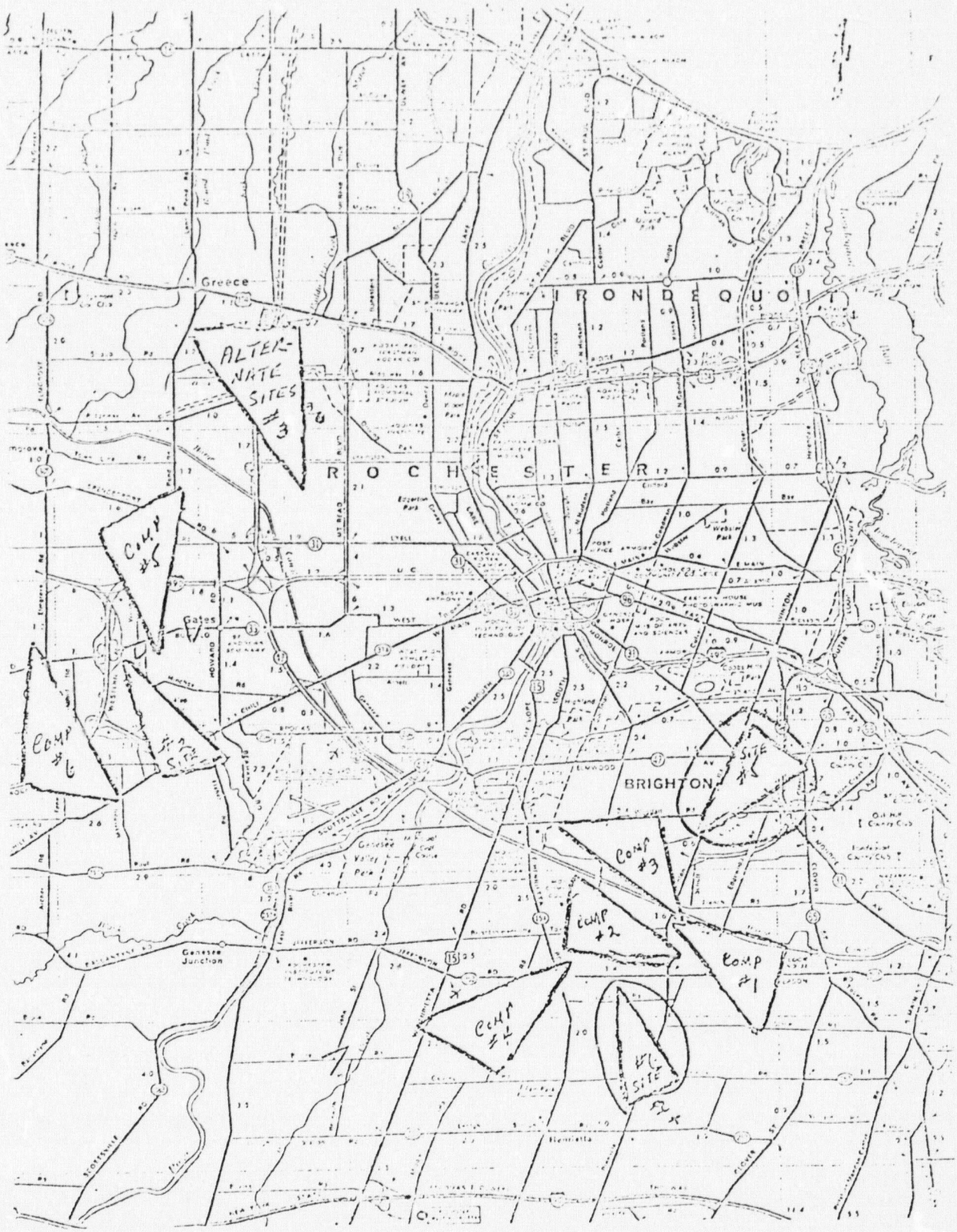
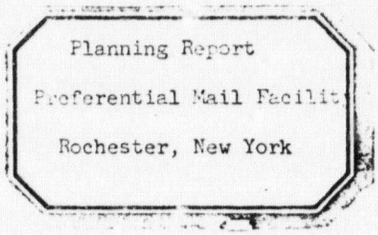


EXHIBIT 89 – U.S. Postal Service Real Estate Planning Report, dated 5-21-73.



89

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

[illegible] Rochester, New York 14[illegible]

TO

Max Dalhoff
Chief [illegible]ser
N.Y. Dist. Corps of Engineers
26 Federal Plaza
New York, N.Y. 10007

FROM

Milford C. Beers
Realty Specialist
Box 1075
Syracuse, N.Y.

DATE

21 May 1973

Enclosed [illegible] one original and (9) copies of Real Estate Planning Report for Preferential Mail Facility, Rochester, N.Y. As per your request I called Walter Cunning and he advised me to send the report and material for reproduction to your office. Single copies of plot plans, traffic map, zoning maps etc. for recommended and alternate sites are also inclosed. Please have inserted in report after being reproduced.

Request for Engineering services DF attached.

Milford C. Beers
Realty Specialist

BEST COPY AVAILABLE

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

REAL ESTATE PLANNING REPORT

SITE SURVEY FOR PREFERENTIAL MAIL FACILITY

ROCHESTER, NEW YORK

DEPARTMENT OF THE ARMY
NEW YORK DISTRICT, CORPS OF ENGINEERS
26 FEDERAL PLAZA
NEW YORK, NEW YORK 10007

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

Real Estate Planning Report
Preferential Mail Facility
Rochester, New York

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Item		Page
I	Purpose and Scope	1
II	Site Selection Team Findings	1
III	Assumptions	2
IV	Recommended Site	2
V	Detailed Site Analysis	2-5
VI	Alternate Sites	5-14
VII	Comparable Real Estate Sales Data	15-16
VIII	Exhibits	

1. Transmittal Letter
2. Site Plot Plans, etc.
3. Highway Traffic Map
4. Location of Stations and Branches Rochester, New York 146
5. Comparable Land Sales and Documentation

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

Preferential Mail Facility

Rochester, New York

I Purpose and Scope: The purpose of this Real Estate Planning Report is to set forth the location, size, acquisition costs, including relocation assistance afforded under Public Law 91-646, and other pertinent data relating to the location to be considered for developement as a Preferential Mail Facility site in Rochester, New York.

Site investigations were made pursuant to instructions contained in Letter DAEN-REZ-C, 12 February 1973, subject: Rochester, New York Preferential Mail Facility. Principal objectives were (a) survey and analyze sites within the general south section of Rochester or the near vicinity along with investigation of other sites in and around the city; the desired sites should have approximately 36 to 40 acres with a minimum frontage of approximately 750' and a minimum depth of approximately 2100', relatively level, well drained and free of any topographic or sub-surface features which would add to total project cost. The site should be suitable for location of a light industrial type building.

Field investigations and inspections were made throughout the south sector of Rochester and in nearby towns of Brighton. Henrietta and Gates, in the southwest, west and southeast areas of metropolitan Rochester, New York. Consideration was given to all feasible locations found within the area.

Some fifteen (15) sites were investigated and seven (7) of these sites were deemed available for purchase, and a preliminary report was submitted for use by the Site Selection Team.

II Site Selection Team Findings: The seven (7) sites were inspected by the Team on 5 April 1973 and full consideration was given each individual site. It was requested by the Team that sites 6, 2 and 5 be considered for further study and that possible options be obtained on these sites.

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

III Assumptions: The Site Selection Team investigations revealed (3) three usable sites. These sites will be described as the Recommended Site and two (2) alternate sites, namely, Alternate #1 and Alternate #2.

Values set forth in the recommended site and the alternate sites are on the basis of fee simple estate predicated on the market data or comparable approach.

Neither the cost, less depreciation, nor the income approach was developed, and since the sites are all unimproved, they will not require any structural inspections nor any verifications of cost or income data.

IV Recommended Site: The recommended site will be identified as Site #2 and is bounded by Buffalo Road (Route 33) on the North, Western Expressway (Route 490) on the West and Pixley Road on the East. The nearest interchange is located approximately .1 mile from the northwest corner of the property. The interchange allows for westerly and easterly traffic patterns on (490) connecting westerly with I-90 (New York Thruway) going west and (Route 47) to the Rochester Monroe County Airport. Proposed extensions of Route 47 and the proposed Genesee Expressway would provide easy access to the New York Thruway (I-90) at Exit #46. Approximate mileage to the Air Transfer Office (Rochester Monroe County Airport) being about 5 miles. Distance from site to (I-90) Exit #47 being about 10 miles. Distance from site to (I-90) Exit #46 being about 11 miles for East and West on (New York State Thruway).

Development of this site would not be disruptive to the community as a whole. Acquisition of the property would involve only one ownership and it is considered that the Government could control the site in a nominal time frame, if desired.

V Detailed Site Analysis:

A. Location: Heretofore described.

B. Size: 57.037 acres + or -, having approximately 1788' of frontage on Buffalo Road and a depth of approximately 1480' on Pixley Road. Being a rectangular parcel and the majority of this site judged usable.

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

C. Ownership: Site owned by Wilmorite, Inc., P. O. Box 370, Rochester, New York 14602.

D. Site Control Date: The owner has advised that this site is available for purchase, but would not give an option on the property. Normal time frame for appraisals, map services, final sub-surface investigations, topographic survey, etc. would be granted by the owner on a contract of sale.

E. Special Conditions: No special conditions involving the site are foreseen insofar as zoning, local ordinances, street closures, urban renewal projects, etc. are concerned. Acquisition of the land is expected to be by direct purchase in fee simple.

F. Surface Conditions: Topography of the site is fairly level, raised above Buffalo Road and about level to Pixley Road. Elevation of the area is approximately 575' MSL. The site generally is clear of trees, etc., and contains weed and grass cover.

G. Sub-Surface Conditions: Preliminary discussions disclose no adverse sub-surface conditions. (Detailed data to be supplied by Engineering Division, New York District Corps of Engineers).

H. Zoning: Proposed site is zoned "Industrial-Manufacturing" with the exception of a 250' depth from Buffalo Road being residential. Discussions with officials of the Town of Gates revealed that this area could be used for driveways, etc. with no change in zoning necessary. Therefore, there is no change in zoning anticipated. The site should not be involved under the National Environmental Policy Act of 1969, inasmuch as the location, the proposed plan, and the highest and best use of the property is compatible with the construction of the proposed subject Preferential Mail Facility. Pursuant to the selection by the United States Postal Service, required reports will be prepared on the selec-

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

ted site pursuant to the National Environmental Act of 1969 (PL-91-190) and BOB (CMB) Circular A-95.

I. Transportation Nets (Air & Highways): Recommended site is readily available to Route #490 (Western Expressway) with connections to I-90 (New York State Thruway) for East and West traffic. Also connecting with Route #47 (outer loop of Rochester, New York). The proposed site is well located near the Rochester-Monroe County Airport, which can be readily seen as an advantage for air traffic. As previously stated, mileage from the proposed site to the Air Transfer Office is approximately (5) miles. Public bus transportation is presently available from downtown Rochester, New York, to the town hall, Town of Gates on Buffalo Road, about one (1) mile easterly from the proposed site. Indications from Rochester Regional Transit Service revealed that they possibly would consider extending bus route to service area of site.

J. Availability of Utilities: Public utilities include natural gas, electricity, telephone, water and sanitary sewer available to the site. (Detailed data as to size, location, etc. requested from Engineering Division, New York District Corps of Engineers).

K. Cost Analysis: (Estimated - not including site preparation)

1.	Land Cost - 57.037 acres	$1,460,147.
	Improvements None	
	Acquisition Costs	3,800.
2.	Relocation Assistance (PL 91 - 646) None	
	Relocation Assistance Administrative None	
3.	Contingencies (15%)	219,592.
	Total	$1,683,539.

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

L. Site Preparation Costs: Generally, very little costs deemed to be necessary for fill, cleaning, etc. (Estimate Costs requested from Engineering Division, New York Distict, Corps of Engineers).

VI A. Alternate Site #1: This alternate site will be identified as Site #5, as selected by the site selection team and is bounded on the east by Winton Road South and proposed extension of Route #47 (outer loop Rochester, New York) on the south. The site will be next to the interchange of said Route #47, providing access for east and west traffic around the city of Rochester. Proposed Route #47 extension will connect with proposed Genesee Expressway to the south, providing a connection with I-90 (new York State Thruway) at Interchange #46. Lands for both Route #47 extension and Genesee Expressway have been acquired. Distance from this site to Air Transfer Office (Rochester-Monroe County Airport) approximately (6) miles. Distance from site to Exit #46 (I-90) approximately (5) miles.

This site, also a very desirable location, is not considered to have an adverse effect on the community. A change of zoning would be necessary, as present zoning is residential, but the area around the site is all vacant land, with no immediate developement anticipated. Acquisition of the property would involve one ownership and the reputed owner has expressed a desire to sell to the Government. Control of this site should take a nominal time frame.

1. Detailed Analysis

A. Location: Heretofore described.

B. Size: Approximately 38 acres + or -, having an approximate frontage of 900' on Winton Road South and an average depth of 1800' being a rectangular parcel with the entire site judged usable.

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

C. Ownership: Site owned by Mr. Max Groos, Westfall Road, Rochester, New York.

D. Site Control Date: Discussions with the owner revealed that an option may be possible, and he stated an option figure of $10,000.00, for the option through 31 December 1973. However the property is available for sale and he would agree to a purchase contract with necessary time for and subject to appraisals, sub-surface investigations, topographic surveys, etc. The owner also stated he was not desirous of obtaining the change of zoning and would prefer the Government make necessary arrangements for same.

E. Special Conditions: A change of zoning would be necessary for this site. The owner would prefer that the Government apply to the Town of Brighton for this change. Present zoning is Residential - B.

F. Surface Conditions: Site is level and about 40% uncleared area, with the balance grass and weed covered.

G. Sub-Surface Conditions: Preliminary discussions disclose no adverse sub-surface conditions. (Detailed data to be supplied by Engineering Division, New York District, Corps of Engineers).

H. Zoning: This site presently zoned "Residential B", in the town of Brighton, New York. Indications that a possible change in zoning could be obtained as this parcel is located in an area of vacant land and near other commercially zoned properties, namely shopping center, etc. Proximity to proposed outer loop extension indicates a strong possibility of a zoning change being considered.

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

I. Transportation [illegible] (Air & Highway)
This site is adjacent to proposed westerly extension of outer loop (RT #47) with proposed connection to proposed Genesee Expressway, which will connect to the New York State Thruway for east and west. Site is located about (10) miles from Rochester-Monroe County Airport (Air Transfer Office). The completion of outer loop (RT#47) will cut this mileage from proposed site to AMF.

J. Availability of Utilities: Preliminary investigations indicate water, sanitary sewer, gas, electricity, telephone could be extended to site location. (Detailed data as to location, size, etc. being supplied by Engineering Division, New York District, Corps of Engineers).

K. Cost Analysis: (Estimated)
(Not including site-preparation)

1. Land Cost
38 acres + or - $1,018,400.
Improvements None
Acquisition Costs 3,800.

2. Relocation Assistance
(PL 91 - 646) None

Relocation Assistance
Administration None

3. Contingencies (15%) 153,330.

Total $1,175,530.

L. Site Preparation Costs: Generally, very little costs considered necessary for fill, clearing [illegible]. (Estimate costs being prepared by Engineering Division, New York District, Corps of Engineers).

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

B. Alternate Site #2: This site will be identified as Site #5, as selected by the site selection team and is bounded on the north by Jefferson Road, and on the east by Saginaw Road. The new proposed Genesee Expressway would be about .3 miles from site providing easy access to New York State Thruway for east and west distribution and to proposed outer looper (RT #47) for travel in and around the city of Rochester. Provisions for easy accessibilty to the Air Transfer Office at Rochester-Monroe County Airport would be via RT #47 when completed.

This site also a very desirable location, is not considered to have any adverse effect on the community as a whole.

The owner has expressed a desire to sell to the Government, but when contacted regarding an option would not agree to any option because of other interest being shown by other prospective purchasers.

1. Detailed Analysis

A. Location: Heretofore described.

B. Size: Approximately 44 acres + or - having approximately 1275' lineal frontage on Jefferson Road and approximately 1539' on Saginaw Road, being a rectangular parcel, with the majority of the site judged usable.

C. Ownership: Site owned by Sullbro Corporation, 100 Union Street, Rochester, New York 14607.

D. Site Control Date: The owners of this site have advised that the property is available for sale, but they will not agree to an option due to the interest being shown by other prospective purchasers. However, they did indicate a contract of sale would be acceptable, subject to necessary time to accomplish appraisals, sub-surface investigation, surveys, etc.

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

E. Special Conditions: No special conditions involving the site are foreseen, insofar as zoning, local ordinances, street closures, urban renewal projects, etc. are concerned. Acquisition of the land is expected to be by direct purchase in fee simple.

F. Surface Conditions: Topography of the site is generally level with lower areas near Jefferson Road and along Saginaw Road, namely on the north and east of said property. (Topographic survey attached to report, see Exhibit II). Detailed data being supplied by Engineering Division, New York District Corps of Engineers.

G. Sub-Surface Conditions: Preliminary discussions with owners indicate no adverse sub-surface conditions. (Detailed data being supplied by Engineering Division, New York District, Corps of Engineers).

H. Zoning: Proposed site is zoned "Industrial", in the town of Henrietta, New York. The site should not be involved under the National Environmental Policy Act of 1969, inasmuch as the location, the proposed plan, and the highest and best use of the property is compatible with the construction of the proposed subject Preferential Mail Facility. Pursuant to the selection by the United States Postal Service, required reports will be prepared on the selected site, pursuant to the National Environmental Act of 1969 (PL-91-190) and BOB (OMB) Circular A-95.

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

I. Transportation Nets (Air & Highways): This site offers good location for accessibility to the Air Transfer Office at Rochester-Monroe County Airport, via Jefferson Road and Route 383. When proposed Genesee Expressway is completed, direct access to New York State Thruway for east and west distribution will be easier to accomplish. Completion of out loop (Route 947) will also add to the accessibility from this site to the Air Transfer Office and total distribution in the Greater Rochester Area.

J. Availability of Utilities: Public utilities include water, sanitary sewer, gas, electricity, telephone, etc. (Detailed data being supplied by Engineering Division, New York District, Corps of Engineers).

K. Cost Analysis: (Estimated) (Not including site preparation)

1.	Land Cost - 44 acres + or -	$1,672,000.
	Improvements	None
	Acquisition Costs	3,800.
2.	Relocation Assistance (PL91-646)	None
	Relocation Assistance Administration	None
3.	Contingencies (15%)	251,370.
		$1,927,170.

L. Site Preparation Costs: Estimates would include fill, drainage culverts, etc. (Estimate costs being prepared by Engineering Division, New York District, Corps of Engineers).

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

C. Alternate Site #3: (Block E) This site was offered after the site selection team made their inspections. Bounded on the north by Lexington Avenue, south by Emerson Street, west by Lee Road and east by "B" Street. (Block D) Bounded north by Lexington Avenue, East by Fisher Street, west by "B" Street and South by Emerson Street. (Refer to map, Exhibit II - Alternate Site #3)

Both of these parcels are available for purchase and one located in the city of Rochester on the westerly side. Easy accessibility to the westerly section of (Route #47) outer loop with connections to Western Expressway and New York State Thruway (I-90). Easily accessible to the Rochester-Monroe County Airport and the city of Rochester.

Developement of either of these sites would not be disruptive to the community as a whole. Acquisition of the property would involve only one ownership and it is considered that the Government could control either of these sites in a nominal time frame, if desired.

1. Detailed Analysis

A. Location: Heretofore described.

B. Size: (Block E) Approximately 56.429 acres, having an approximate depth of 1790 lineal feet, being a rectangular parcel with most of the site judged usable.
(Block D) Approximately 58.688 acres with an approximate frontage of 1397 lineal feet and depth of approximately 1794 lineal feet, being a rectangular parcel with most of the site judged usable.

C. Ownership: New York State Urban Developement Corporation, 150 State Street, Rochester, New York 14614

D. Site Control Data: Discussions with a representative of this

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Corporation disclosed that an option was not available, but the properties were available for sales, subject to appraisals, surveys, sub-surface investigations, etc.

E. Special Conditions: No special conditions involving the site are foreseen, insofar as zoning, local ordinances, street closures, etc. are concerned. Acquisition of the land is expected to be by direct purchase in fee simple.

F. Surface Conditions: Topography of these sites is generally level, but graded above road level at center of both sites. Both sites are free of trees, etc. with no cleaning required.

G. Sub-Surface Conditions: Discussions with the owner of these sites discloses some areas of both sites have been filled, but only a small portion of each, in and around the proposed "B" Street area, where the two parcels join. (Detailed Data requested from Engineering Division, New York District, Corps of Engineers).

H. Zoning: Back of these parcels are zoned "Industrial", therefore, there is no change in zoning anticipated. These sites should not be involved under the National Environmental Policy Act of 1969, inasmuch as the location, the proposed plan, and the highest and best use of the property is compatible with the construction of the proposed subject Preferential Mail Facility. Pursuant to the [illegible]tion by the United States [illegible]l Service, required reports [illegible]y be prepared on the selected site pursuant to the National Environmental Act of 1969 (PL 91-190) and BOB (OMB) Circular A-95.

EXHIBIT 89 — *U.S. Postal Service Real Estate Planning Report, dated 5-21-73.*

I. Transportation Note (Air / Highways): Both of these sites are readily accessible to Route 347, the outer loop, with connections to the Western Expressway and (I-90) New York State Thruway. Well located to the Rochester-Monroe County Airport via Route 347, with connections to New York State Thruway (east and west) when balance of Route #47 outer loop and Genesee Expressway are completed. Accessibility to downtown Rochester via Lexington Avenue presently available from both sites. Public transportation available to both sites from Rochester downtown areas.

J. Availiability of Utilities: All public utilities including gas, water, sanitary sewer and telephone are available to both sites. (Detailed Data requested from Engineering Division, New York District, Corps of Engineers).

K. Cost Analysis: (Estimated)
(Not including Site preparation)

1. Land Cost
   56 acres (Block E) $1,467,200.
   58 acres (Block D) 1,519,600.

   Improvements None

   Acquisition Costs
   (Block E) 3,800.
   (Block D) 3,800.

2. Relocation Assistance (PL 91-646) None

   Relocation Assistance Administration None

3. Contingencies (15%)
   (Block E) 220,650.
   (Block D) 228,510.

   (Block E) Total $1,691,650.
   (Block D) Total $1,751,910.

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'. Site Preparation Costs:
Generally, there is anticipated only minor site preparation costs deemed necessary on either of these sites, subject to sub-surface test borings (Estimated costs requested from Engineering Division, New York District, Corps of Engineers).

Summary

The information contained in this report was taken from records and information secured in a field analysis of the subject properties and believed valid, as offered to this Realty Specialist, during the time of this survey. This report is based on a Real Estate approach in determining the Recommended and Alternate sites, in order to establish a fair and reasonable market value for the sites contained in this submisson.

Mifford C. Beers
Realty Specialist

6 June 1973

RC Desimone 12 June 73
ROBERT C DESIMONE
CHIEF, APPRAISAL BRANCH
N ATLANTIC DIV.

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VALUATION PROCEDURE AND MARKET DATA ANALYSIS

Comparable land sales were obtained in areas of close proximity of the Recommended and Alternate Sites. The six sales used in this report are considered to be relative to the Real Estate Market in the greater Rochester, New York area for Commercial and Industrial land values. Of the six sales the (3) sales deemed to be most comparable were numbers (1), (2), and (4). Sale #3 was eliminated due to excessive site preparation including fill, grading and necessary sanitary sewage pumping station, etc. to make the site usable. Sale #5 indicated a much larger tract than most purchasers would obtain for normal use in commercial enterprises. Sale #6 was not eliminated, but indications in field survey revealed a purchase was made for holding purposes in developement of a shopping plaza for future use. This sale was used in Alternate Site #3 because of its proximity to said Alternate #3 and both being speculative.

The real estate values are increasing in this area at a rapid pace and the following "averages" would represent the lower limit of values for commercial and industrial zoned land.

Sale #1 was reportedly a vacant parcel of land on the E/S of Winton Road South, containing 10.2 acres. Adjustments were made for time, since purchase, size, configuration and location, which resulted in a reflected value of $25,000. per acre.

Sale #2 reportedly contained 6 acres of vacant land. Adjustments were made for size, location, and increments, resulting in a value of $22,000. per acre.

Sale #4 reportedly contained 25.05 acres vacant land. Adjustments were made for time, since purchase, increments and location, reflecting a value of $29,700. per acre.

Summary of Market Data Analysis

	Adjusted Reflected Value per Acre
Sale #1	$25,000.
Sale #2	$22,000.
Sale #4	$29,700.

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The average of these three sales would represent a fair market value of the recommended site, based on the comparables used, being of recent vintage and required the least amount of adjustments with respect to quantity and magnitude. Therefore, this Realty Specialist concludes that $25,600 per acre would reasonably represent the current fair market value of the recommended site.

Alternate Sites

The same comparables used in reference to the Alternate Sites (#1 and #2) reflect the following values with nominal adjustments being made for time-since-purchase, location, increments, etc.

Summary of Market Data Analysis

Alternate Site #1	Adjusted Reflected Value per acre
Sale #1	$25,000.
Sale #2	$25,700.
Sale #3	$29,700.
Current fair market value of	$26,800. per acre

Alternate Site #2	Adjusted Reflected Value per acre
Sale #1	$42,700.
Sale #2	$33,000.
Sale #3	$38,000.
Current fair market value of	$38,000. per acre

Alternate Sites #3 (Block E and Block D)	Adjusted Reflected Value per acre
Sale #1	$29,370.
Sale #4	$29,700.
Sale #6	$19,500.

(Sale #6 substituted for Sale #2)
Current fair market value of $26,200. per acre

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

TALS-ARE C

12 February 1973

SUBJECT: Request for Services - Rochester, New York Preferential Mail Facility

Division Engineer, North Atlantic

1. Request you initiate an investigation to determine the availability of 36 to 40 acre sites which would be suitable for construction of a new subject postal facility.

2. The following criteria will be the guidelines:

a. Location - The preferred area for this facility is in the south section of Rochester or the near vicinity. This information should only be used as a guide and is in no way intended to restrict investigation of other sites in and around the city.

b. Site Size - The ideal site size would be 36.1 acres with a frontage of approximately 750 feet and an approximate depth of 2100 feet. It should be relatively level, well drained and free of any type of subsurface features which would add to total project cost. Utilities of adequate capacity should be available adjacent to this site.

c. Building Area - Based on current planning data, the building will be approximately 316,706 square feet, plus 24,750 square feet of platforms. An estimated 27,500 square feet could be needed for mechanical and electrical equipment room and fan plant areas. A separate Vehicle Maintenance Facility will be required containing approximately 25,000 square feet with inclosed parking area of 34,800 square feet for postal trucks and a separate covered parking area of 72,800 square feet for contract carrier delivery vehicles.

d. Anticipated Vehicle Traffic - It is estimated that, for 10 year mail volumes, the following vehicles will arrive and depart daily, in addition to normal mail delivery traffic:

1 - 15 trucks of 2 tons or less.
2 - 29 trucks in the 3-5 ton group.
3 - 16 tractor trailers.

All platform areas will be covered.

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12 February 1973

SUBJECT: Request for Services - Rochester, New York Preferential Mail Facility

e. Employee complement at the 10 year period, it is estimated that 472 employees will be on the payroll for this subject facility.

3. Request the list of available sites be received in this office on or before 5 March 1973. If you cannot meet this suspense date, please advise this office as to the exact date when the list will be submitted.

4. Funds in the amount of $3,500 for this site survey support cost will be made available to the New York District Engineer.

FOR THE CHIEF OF ENGINEERS

Gary Carmichael
New York District

[illegible]
Special Assistant
Directorate of Real Estate

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

DAEN-RLE-C 7 May 1973

SUBJECT: Rochester, New York Preferential Mail Facility

Division Engineer, North Atlantic

1. Request the site selection report for the three (3) contending sites approved by USPS on 5 and 6 April 1973 be formally completed. Eight copies of requested report are to be transmitted to this office on or before 25 May 1973.

2. Supplemental Corps Support Costs in the amount of an additional $3,000 will be made available to the New York District Engineer.

FOR THE CHIEF OF ENGINEERS:

Copy furnished:
New York District

D. L. WARNER
Special Assistant
Directorate of Real Estate

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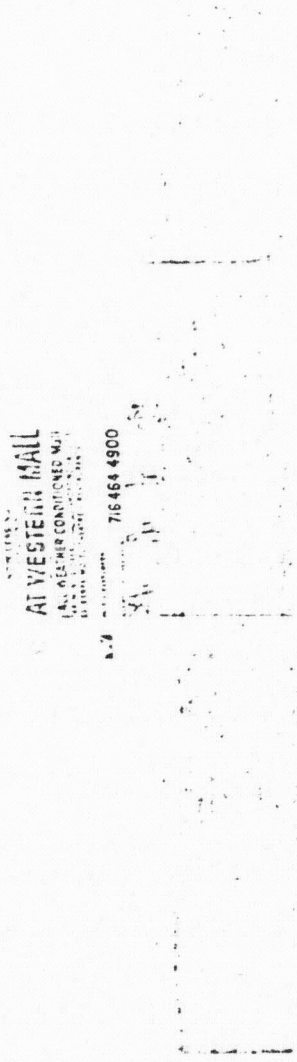

FRONT VIEW
EXHIBIT E

EXHIBIT 89 -- U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

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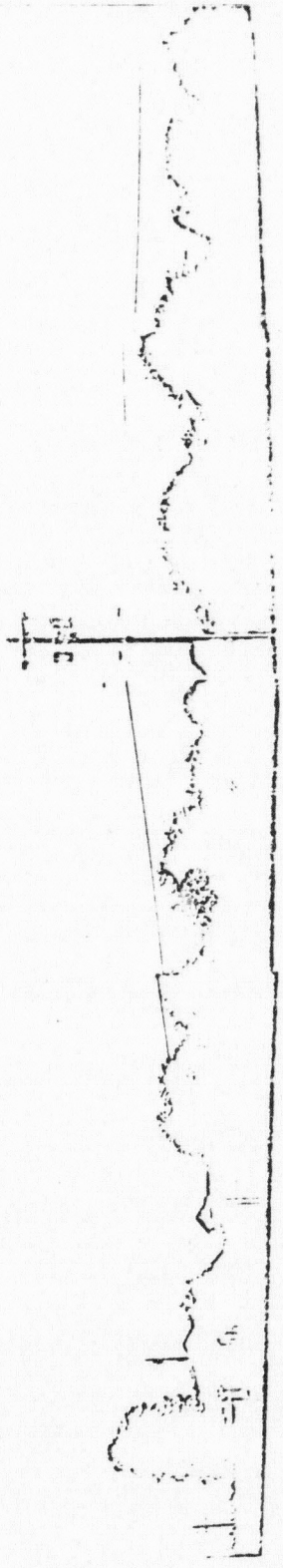

ALTERNATE #1

WINTER ROAD SOUTH

EXHIBIT II

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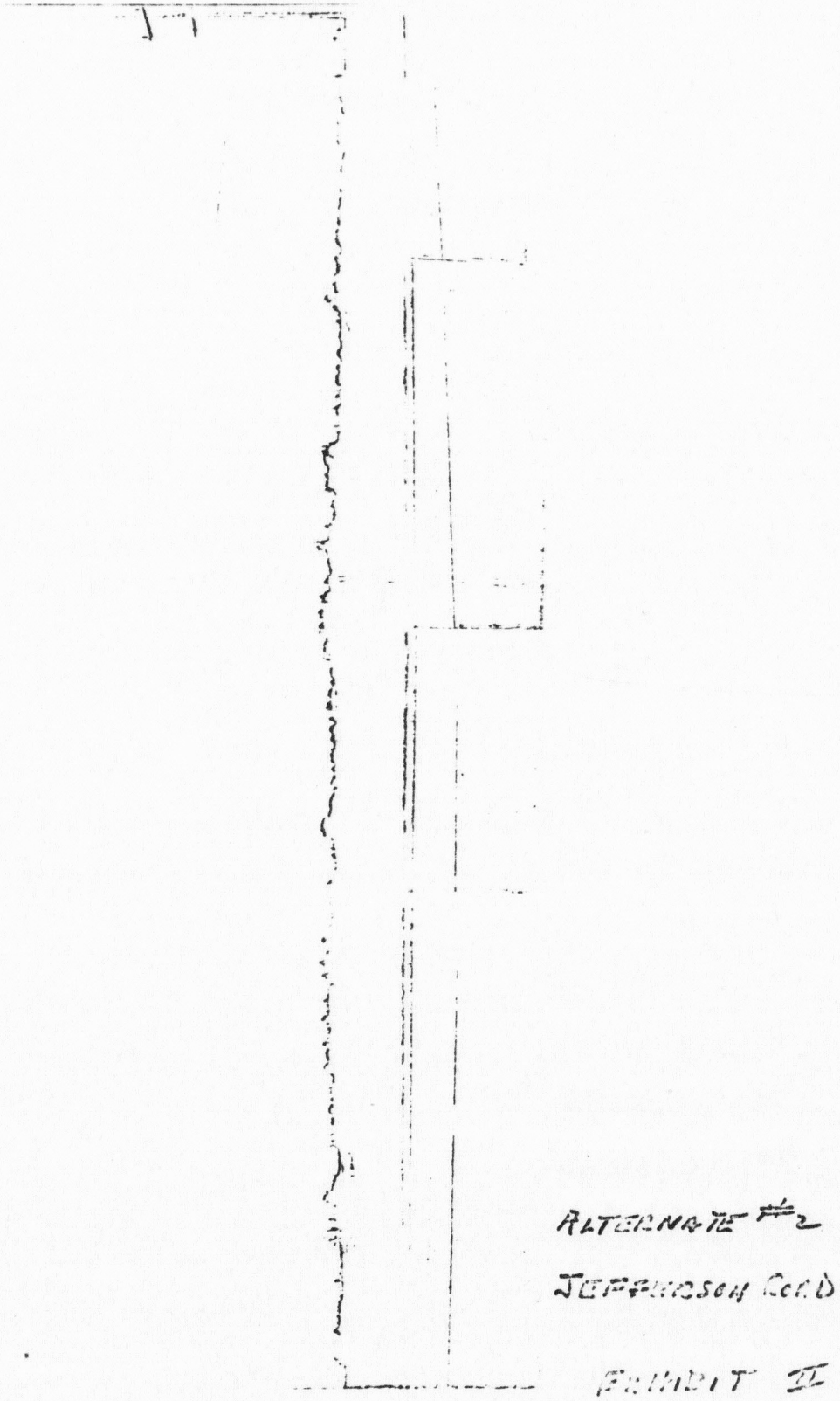

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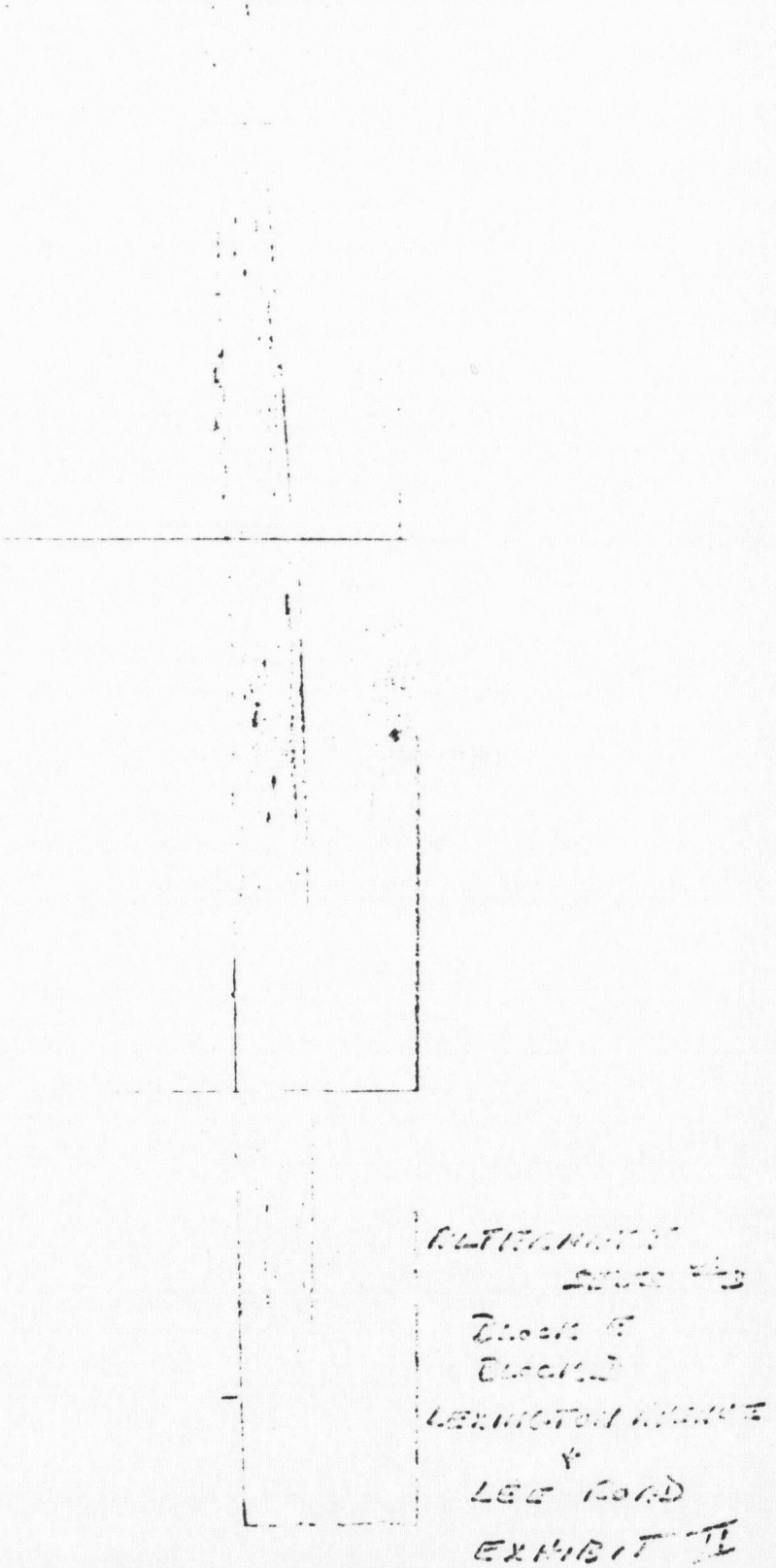

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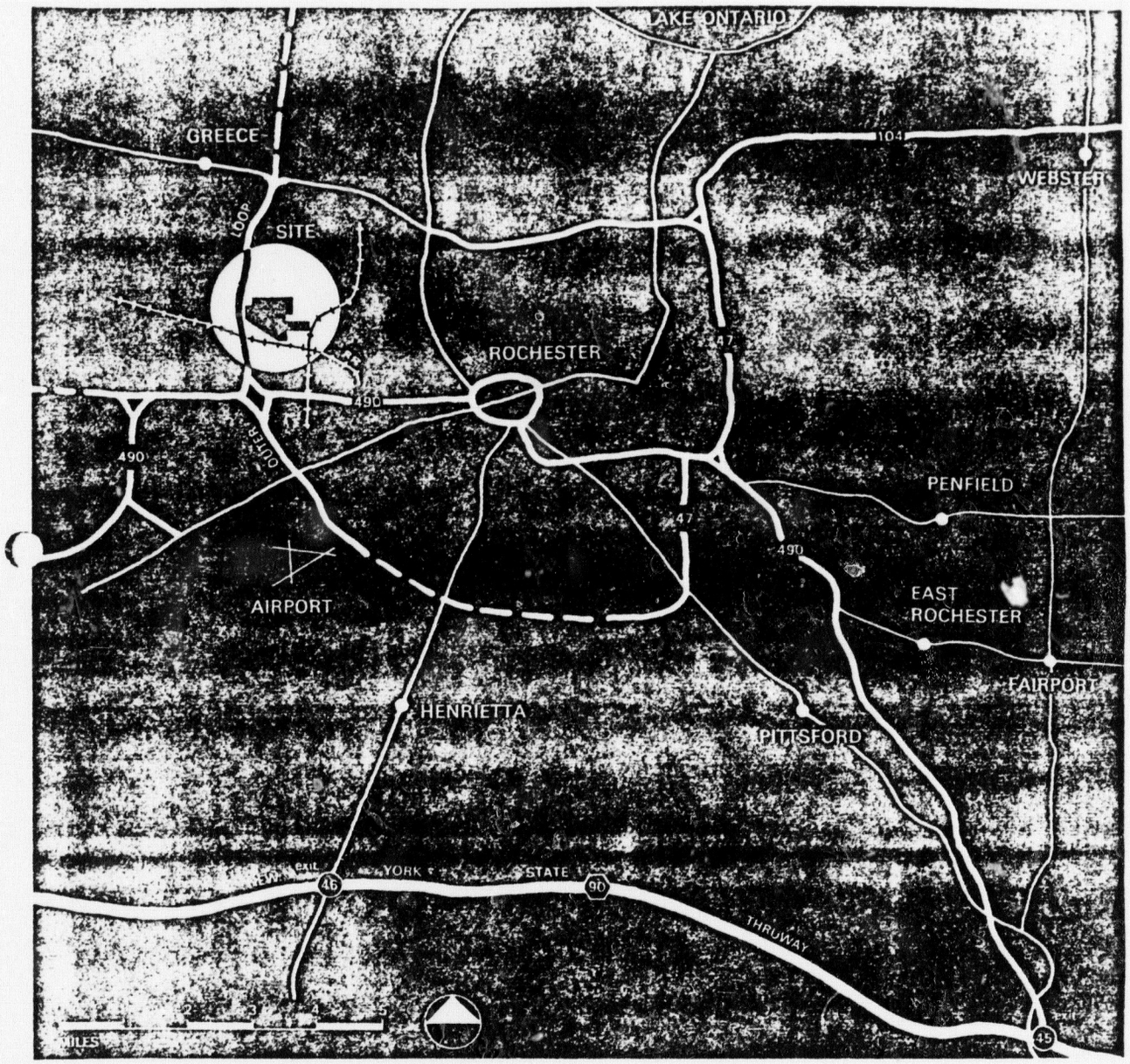
OUTER LOOP INDUSTRIAL PARK

ROCHESTER, NEW YORK

NEW YORK STATE URBAN DEVELOPMENT CORPORATION



OUTER LOOP INDUSTRIAL PARK—A Planned Industrial Development

- On Outer Loop Expressway with direct access to Interstate 490 and the NYS Thruway
- Penn Central and B & O RR service available
- All utilities available to each parcel
- Monroe County Airport minutes away
- Broad skilled and semi-skilled labor market
- Public transportation services to the park
- Innovative financing assistance available
- Parcels available in acreage to suit Individual needs

ALTERNATE SITES #3
EXHIBIT II

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

THE OUTER LOOP INDUSTRIAL PARK is a project of the New York State Urban Development Corporation.* It is a prime industrial site located on the west side of Rochester—near many major industrial companies.

Major Eastman Kodak facilities, including a new distribution center, are located directly across Lexington Avenue from the site. Other important companies in the immediate area include Abex Corporation; Bendix Corporation; Delco Products Division of General Motors; Minnesota Mining and Manufacturing; Ragu Foods Division of Chesebrough-Pond; and Rochester Products Division of General Motors.

Skilled and semi-skilled labor is readily available in the Rochester area.

*The New York State Urban Development Corporation was created by the Legislature of the State of New York and authorized a bonding power of $1.5 billion. Its purpose is to assist private industry in the rejuvenation of industry, commerce and housing in the State. This project is under the direct supervision of its subsidiary—UDC-Greater Rochester, Inc. A staff is maintained at 150 State Street in Rochester and the Board of Directors is composed of local citizens, businessmen and political leaders.

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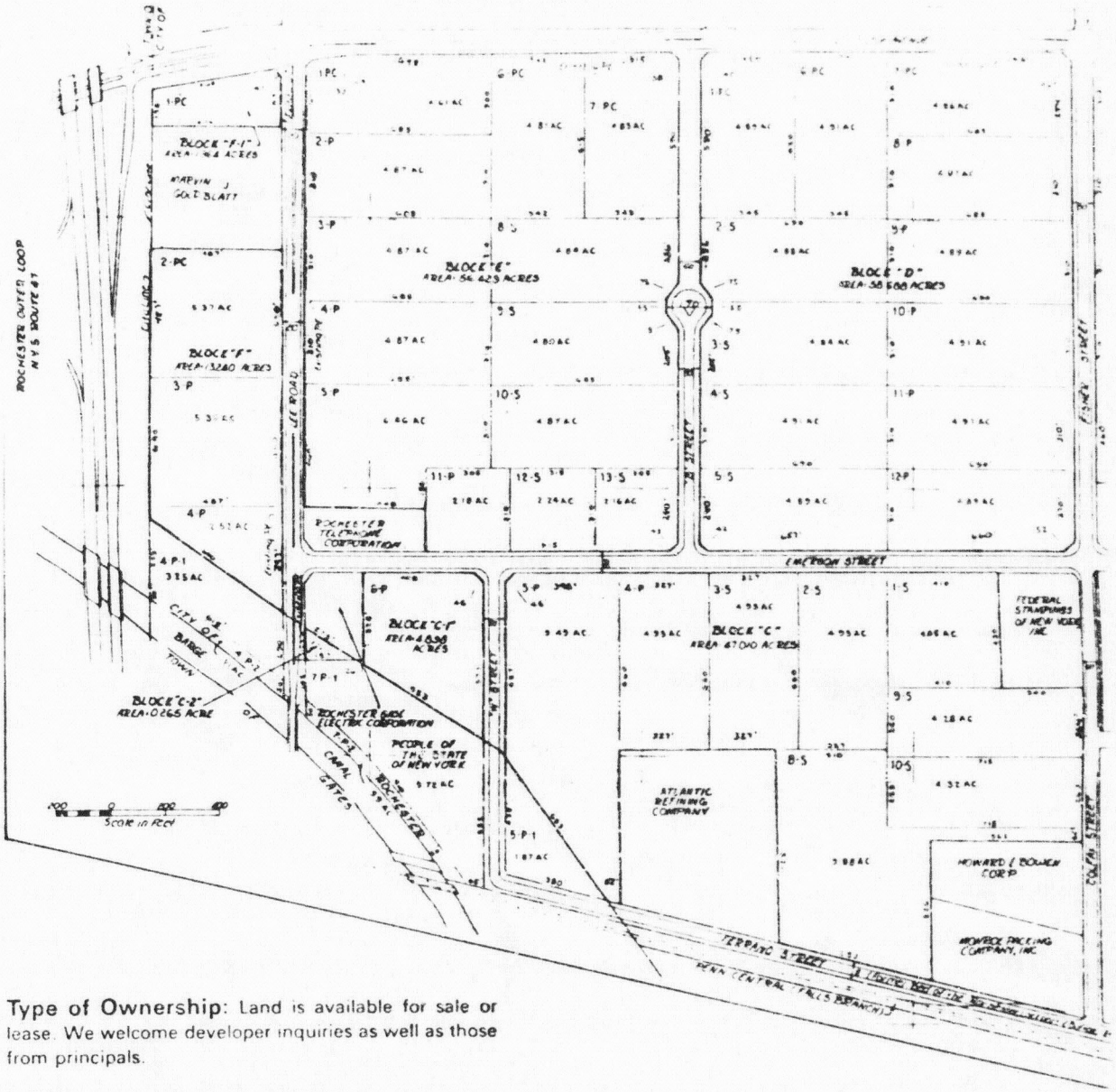

Type of Ownership: Land is available for sale or lease. We welcome developer inquiries as well as those from principals.

Development Plan: The development plan for the industrial park is shown. Parcels are available in acreage to suit your needs.

The land is zoned for industrial development. Some limited commercial space is also available.

CONTACT: Mr. Harold Fuhrman, Project Director
New York State Urban Development Corporation
150 State Street
Rochester, New York 14614
Telephone: (716) 454-4420

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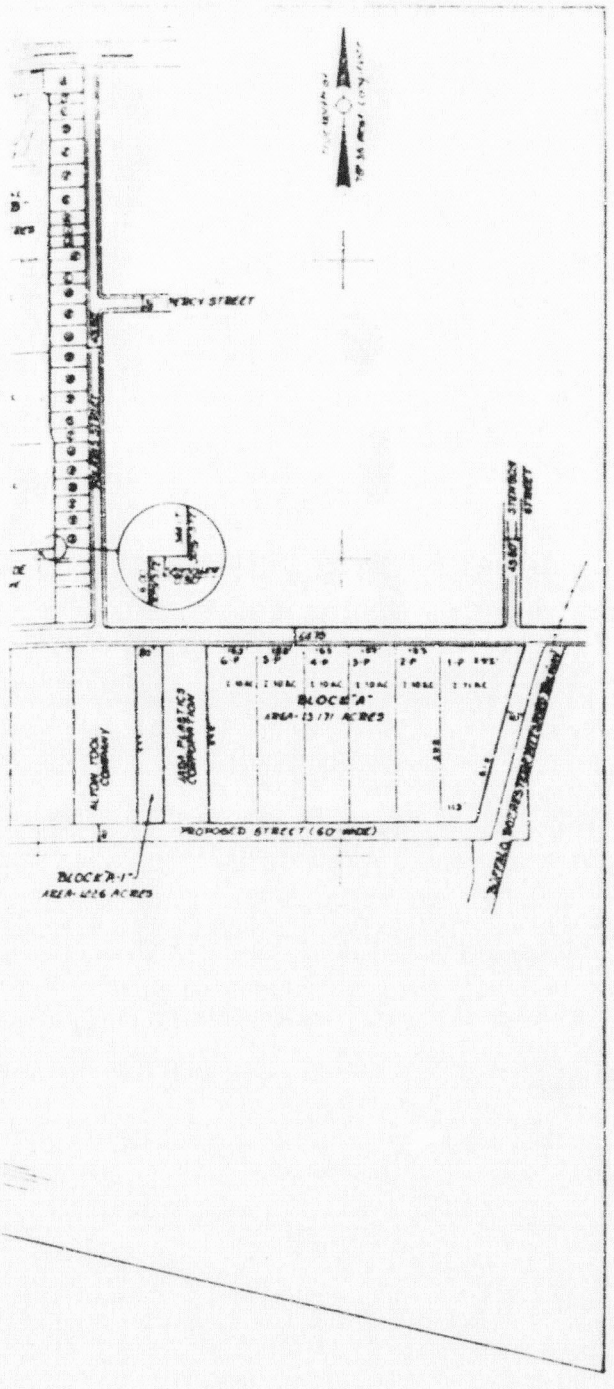

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[illegible]. The Outer Loop Industrial Park is ideally situated to serve both the Rochester market as well as having access to major highways going from Rochester. The Outer Loop (Route 490), which encircles the City of Rochester, forms the eastern boundary of the Park. This highway also serves as a connection point to the New York State Thruway as well as providing direct access to the Rochester Airport, where extensive service is furnished by American, Allegheny and United Airlines.

Lexington Avenue, which forms the northern border of the site, is a new four-lane roadway connecting the Outer Loop with Mt. Read Boulevard, one of the main north-south arterials on the west side of Rochester. Lee Road is another four-lane north/south roadway going through the site.

The main line of the Penn Central Railroad forms the southern boundary of the Park and spur tracks can be arranged to certain parcels. In addition, the Baltimore & Ohio tracks are located adjacent to the site.

Public regional transportation serves the Industrial Park.

Financing: Attractive financing arrangements are available, including commercial bank financing and New York State Job Development Authority or Small Business Administration loans through the Monroe County Industrial Development Corporation.

In addition, the New York State Urban Development Corporation is in a position to assist companies with financing. Realtor participation will be protected through formal registration.

Utilities: Complete new utilities are available to each parcel. These include storm sewers, sanitary sewers, water lines (with double loop for fire protection) and new major throughfares.

Electricity and gas are furnished by the Rochester Gas and Electric Company.

Technical Aspects: Much of the land is considered prime for building with rock and/or glacier fill only a few feet beneath the surface, resulting in minimum foundation costs. A portion of the land, however, is on a landfill site in which case pilings or other type foundations will be required. Parcel pricing reflects soil conditions within the Industrial Park.

Technical data and assistance are available.

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

The State of New York

Hon. Nelson A. Rockefeller, Governor

New York State Urban Development Corporation Directors

Alton G. Marshall, Chairman

Peter J. Brennan
Dr. Kenneth B. Clark
William T. Dentzer, Jr.
Neal L. Moylan
George D. Woods
George R. Williams
Benjamin Schenck
Richard A. Wiebe

Edward J. Logue, President and Chief Executive Officer
New York State Urban Development Corporation

UDC-Greater Rochester, Inc. Board of Directors

John H. Potter, Chairman

Stephen May, Mayor of Rochester, New York*
Joseph N. Ferrari, President, Monroe County Legislature*
Lawrence R. Merritt, President, Town Supervisors Association*
Edward P. Curtis, Jr.
William F. Denne
Bernard F. Gifford
Alexander Hargrave
Raymond A. Hay
Chris Jacobsen
Christian Kling
Raymond LeChase
Roderick M. MacDougall
Joseph McCue
Frank Sacheli
Emilio Serrano
James W. Wegman
Mrs. Jerry Wilson

Richard H. Pine, President, UDC-Greater Rochester, Inc.

*Ex officio

The ultimate capacities of voltages to be carried along the electrical circuits, as well as other technical details, would be determined by Rochester Gas and Electric Company.

C - ENGINEERING SOILS INVESTIGATION

This section involves an investigation of the subsurface conditions existing in the Outer Loop Industrial Complex as they may relate to structural foundation and site-development cost factors. Subsurface conditions become of critical importance in determining the location and extent of the area's load-bearing capacity which, in turn, determines the locations within the site that can be economically developed with regard to utility installation and building construction. Any future development plan, therefore, would be required to conform to the constraints imposed by soil conditions. The findings of this investigation also provide information that will be useful to City departments that may be involved in the development of the area, as well as utility companies and any future developers and constructors.

1 - Subsurface Conditions

Much of the Outer Loop Industrial Complex area has been used for the past 12 years and is currently being used for the disposal of residue from the three city incinerators, including the West Side incinerator which is within the area. Also, bulk refuse which cannot be incinerated or otherwise reduced in volume is being burned in the active portions of the refuse disposal areas of the site. Some of the bulk refuse comes from a few of the adjoining towns as well as the City of Rochester. An examination of the subsurface conditions within the study area was made by Ebasco in 1964. The new borings were taken for this report.

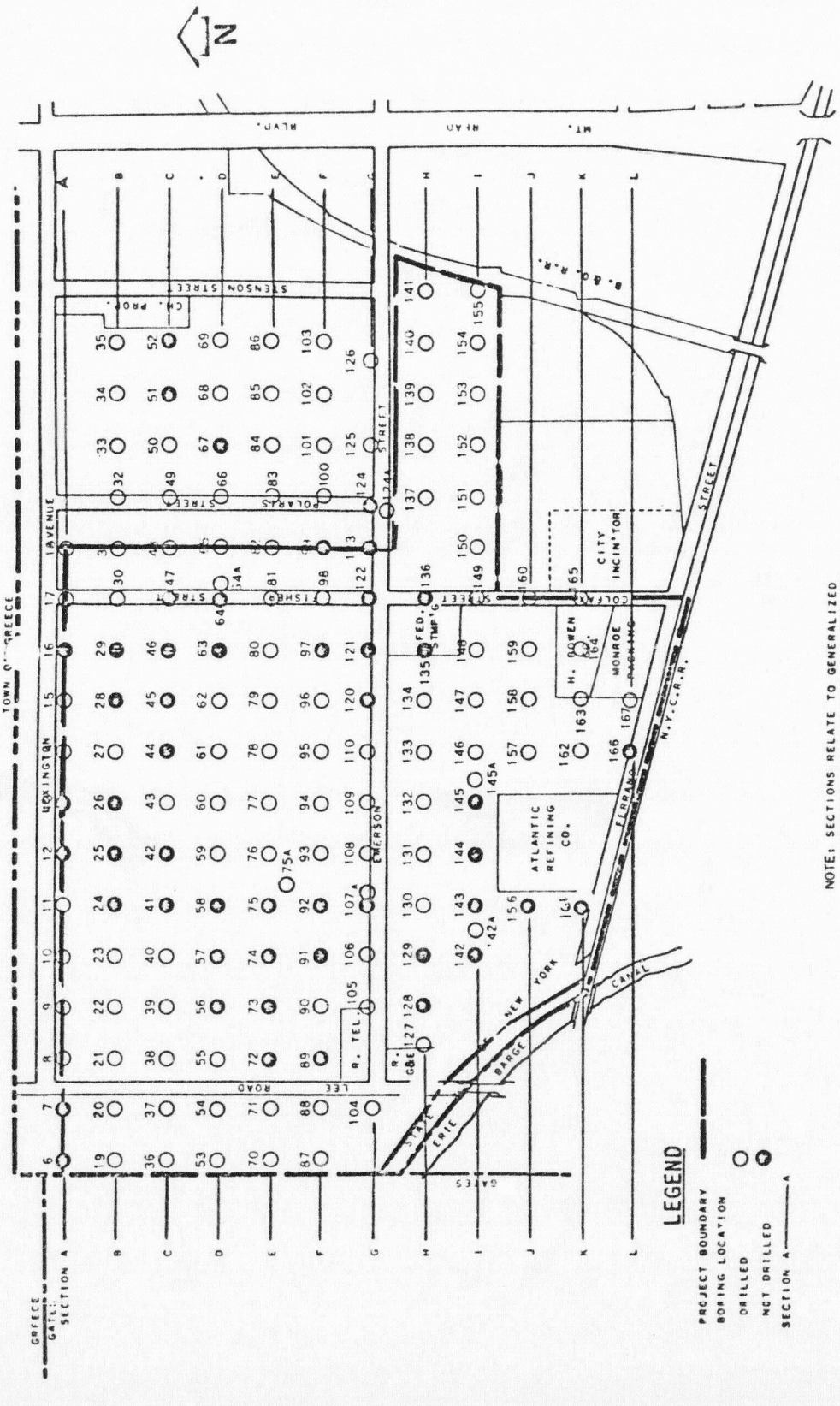
a) Exploration

During September 1964, the entire area which was accessible to a heavy, truck-mounted, auger drill was explored on a 300-foot grid. The borings were 24 inches in diameter and were carried to refusal. Boring locations are shown on drawing number G-180824 in the Appendix and on Map 10. Some of the hole

ALTERNATE SITES #3

EXHIBIT II

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.



nbers circled on this drawing were not drilled because of inaccessibility or inability to obtain the owner's consent for drilling.

A total of 109 holes was drilled. Therefore, the program was substantially completed.

All borings were logged by a professional engineer.

b) Findings

The results of the subsurface exploration are contained on drawing numbers G-180825, 180826 and 180827, shown in Appendix A in the form of subsurface profiles.

Subsurface conditions throughout the area explored are simple and fairly uniform. "Rock" or auger refusal was found at depths varying from a foot or two to a maximum of 24 feet. In some instances the material classed as "Rock" could be a boulder formation overlying bedrock. However, whenever there was doubt, as judged by the roughness of the drilling operation, another boring was made nearby.

According to the geologic map of New York State the underlying bedrock formation is dolomite or dolomitic limestone, and in the northern portion of the study area perhaps Rochester shale. In the present context it is of no practical significance as to which type exists as each is entirely capable of supporting the contemplated loads. Our findings agree with the results of limited explorations previously made by the City in the northeastern portion of the study area.

Glacial till was found overlying the rock at depths of one or two feet to as much as, in exceptional instances, 16 feet. This till varies from a sandy silt to sand, silt, gravel and boulders. Ground water was encountered in only a few of the borings at depths well below the ground surface. It is noted that the borings were made after a long dry season.

Those portions of the area which have been used for refuse disposal were found to contain as much as 20 feet of such refuse for several of the borings. This refuse was found to consist of practically every conceivable form of trash and rubbish including tin cans, bottles, wire, bricks, rubber tires, mattresses, rags, etc. There was no difficulty in penetrating through this fill with the auger except in one case where a large mass of waste electrical conduit was encountered.

In order that the significance of the subsurface findings may be more easily evaluated by those unfamiliar with the graphic representations as shown in the Appendix, a general representation of these findings is graphically shown on Diagram 1, following this page. Essentially, Diagram 1 shows, in isometric form, 12 east-west cross sections through the study area. The base elevation used for all cross sections is 510 feet, and boring hole locations correspond with those on Map 10. If the reader can visualize the subsurface profiles as representing vertical slices through the site, he can more readily grasp the visualization intended. Where data were not available, either because a boring was not made at a particular location, or where the extent of a particular type of surface material was not known, a generalization was made. Of course, only the detailed boring charts in the Appendix can be considered technically correct. However, Diagram 1 is considered to be a fairly accurate representation of existing conditions based on the 1964 borings.

Another feature of Diagram 1 is that it shows the approximate finish grade of the study area when the land fill program would be completed. This finish grade has been approximated from a proposed grading plan as prepared by the City Department of Public Works within the past six years. We agree in the essential details of the proposed grading plan, except that in those areas where a conflict exists with present conditions, because of changes since the grading plan was made, a judgment was made which resulted in the general, future grade lines as represented on Diagram 1. It is estimated that there are approximately 700,000 cubic yards of refuse disposal volume already within the Outer Loop Industrial Complex area bringing the topography of the study area to the proposed finished grade. We have not verified these grades but assume that City of Rochester has followed its plans and which are now complete.

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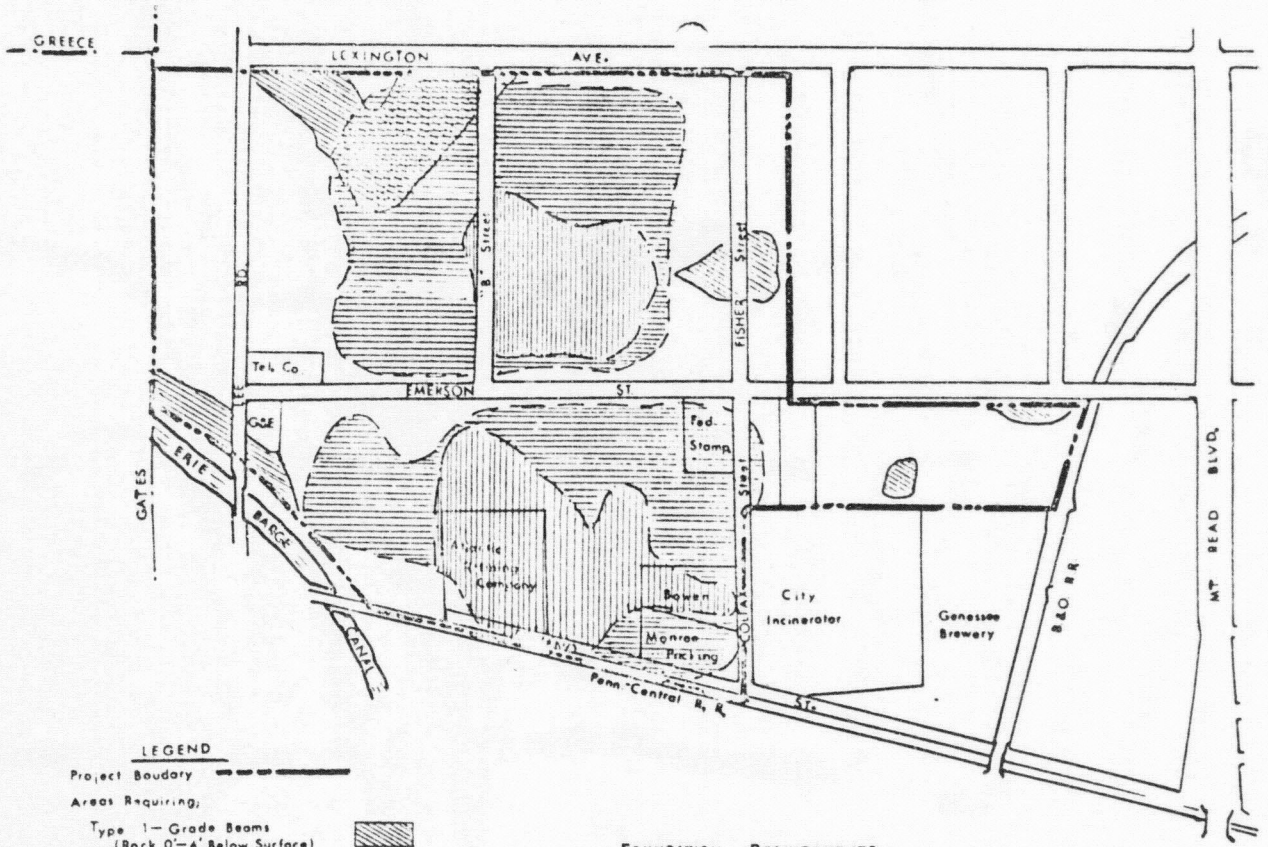


The extent of the area which has been filled with refuse before the site was drilled in September 1964, is shown on drawing number G-180824. The maximum depth of such fill, as mentioned previously, is 20 feet. This depth is encountered in the area north of Emerson Street, in the northwest sector of the study area, which is now the active location for the refuse fill operations. Depth of refuse fill in the older dump area south of Emerson Street is less, averaging about 10 feet. During the course of the refuse fill operation south of Emerson Street, conducted until about 1961, the area southeast of the Colfax-Emerson Street intersection was used primarily for the disposal of hard fill. The area southwest of the Emerson Street-Colfax Street intersection has been used for refuse of the kind found in the northwest sector.

D - SITE DEVELOPMENT FACTORS

The future development of the Outer Loop Industrial Complex area is related to the City's present refuse disposal area. This area affects the kind of land that could be made available for development within the study area from a foundation viewpoint. It is, therefore, very important that a clear exposition of this relationship be set forth.

1 - Extent of Land Fill Operation

Drawing G-180824, in the Appendix, shows the extent of the area which has been filled with refuse up to the time the site was drilled in September 1964. An additional outline has been added to approximate the total land fill area to 1969. These areas are also shown on Map 10. The maximum depth of fill as mentioned previously, is 20 feet. This depth is found in the active fill portion of the site, north of Emerson Street and west of Fisher Street. The depth of fill in the older dump areas south of Emerson Street averages about 10 feet. The subsurface soil profile sheets (in the Appendix) and Diagram 1 represent the depth of fill in the various areas.

2 - Foundation Requirements

Because of the nature of the refuse fill and its inherent compressibility under load, any future buildings, underground utilities, railroads and streets would be affected. Any development plan must recognize the constraints imposed by the soil subsurface conditions.

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

a) Buildings

There are three classes of foundations that will be required within the study area as a result of the various conditions found within it. These foundations would be those requiring 1) grade beams, 2) footings on till, and 3) pilings to rock.

In the rock areas, where rock is 4 feet or less below the surface, grade beams would be adequate for foundations. Allowable bearing in such areas is approximately 10 tons per square foot or more. Very heavy structures could be supported directly on the rock.

Those areas with underlying glacial till, 4 feet or more to rock, would require grade beams founded on footings. In these areas bearing values of 2 tons per square foot can be effectively handled. The footings for these foundations would be founded on till formation below the frost line. For design purposes load tests should be performed on the till. Nevertheless, an allowable bearing capacity of 2 tons per square foot is adequate to comply with the requirements of most light manufacturing uses. Where very heavy structures are required, in cases where till is quite deep, piles or caissons (driven or augered to rock) would be used. However, we are assuming that the estimated 2 tons per square foot would comply with most light manufacturing requirements, and very heavy structures would be placed in areas with rock underlying 4 feet or less below the surface.

In those areas which have been filled, building floor slabs would be required to be founded on concrete filled steel pipe piles driven to refusal. Light, flexible, metal or timber buildings could be supported on a reinforced concrete mat placed on the surface of the fill provided the function of the building would not be adversely affected by differential settlement. However, it is assumed that such buildings would be used only in exceptional cases. Therefore, any building founded in the fill areas would require piling support.

Map 11 shows the areas requiring the three types of foundations under present conditions. Map 11 also shows the new fill area which would be required to have pilings for foundations because these areas are filled by incinerator residue or other such fill. Acreages for each type of foundation are shown on the following page.

b) Utilities

Except for a small area with underlying rock at or near the surface in the northwest corner of the study area, no major problems are anticipated with respect to the installation of underground utilities. Those areas with underlying glacial till present no difficulties. However, in those areas that have been filled as a result of the refuse disposal operations a few comments are worth noting.

Utility lines can safely be supported in the fill areas provided that they are placed after the fill has been surcharged adequately for several months, speeding up the consolidation process of the fill.

Because of the possibility of differential settlement, additional slope over that normally used should be provided on gravity lines for sewer and any other utilities of this type. It is recommended that the elevations of the high points on such lines be increased by 5 percent of the depth of the underlying fill. Short pipe joints (4 feet to 6 feet) also should be used to provide greater flexibility. Some settlement of manholes can also be expected; but no great difficulties are expected for such facilities.

Underground electrical conduits and gas mains would not be affected by the conditions found in the fill areas.

With respect to water lines, special attention to joints is needed to prevent fissures in the event that settlement does occur.

c) Railroads

Railroad sidings that could be connected with the existing Penn Central or B&O Railroad freight lines would not be greatly affected by any of the soil conditions encountered in the study area. However, it may be necessary to readjust railroad

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

FOUNDATION REQUIREMENTS

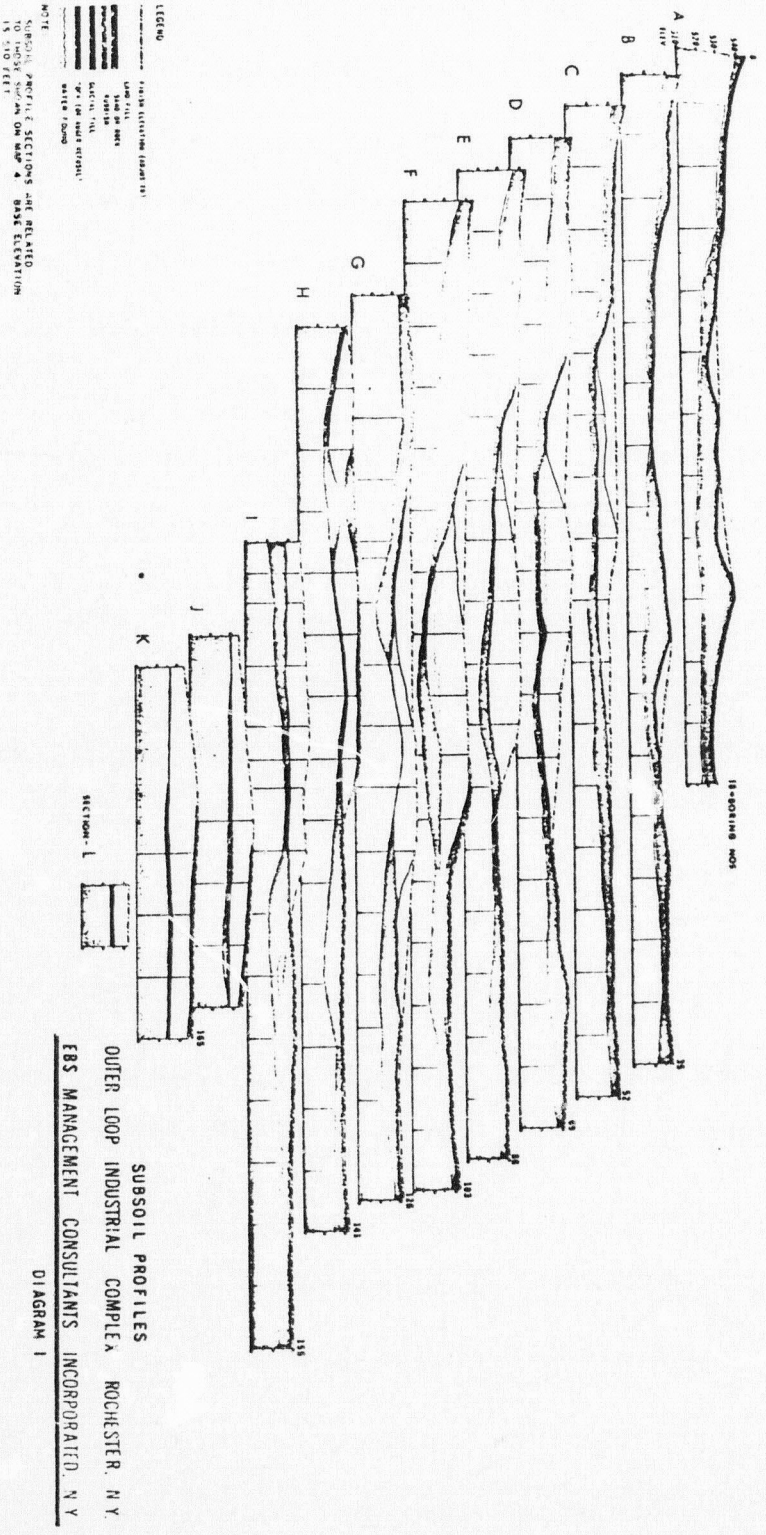
	North of Emerson	South of Emerson	East of Lee Road	Total
Type 1				
Grade Beam on Rock -	12.0	-	4.6	16.6
Less than 4 feet	2.5	2.0	-	4.5
Below Surface				
Type 2				
Grade Beams on Footings	26.2	18.45	16.5	61.15
in Glacial Fill -	18.4*	12.8 *	-	31.20
4 feet or more to Rock				
Type 3				
In Filled Areas Pilings	60.0	25.65	-	85.65
Required to Rock	11.1*	15.45*	-	26.55
Total	130.2	84.35	21.1	225.65

Plots

4	Heavy Industrial	= 16.6
31	Ord. Const	= 108.4
17	Piles	= 91.8
		225.65 - Use 225.6

* Areas marked are partial plot estimated areas of Foundation Type.

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.



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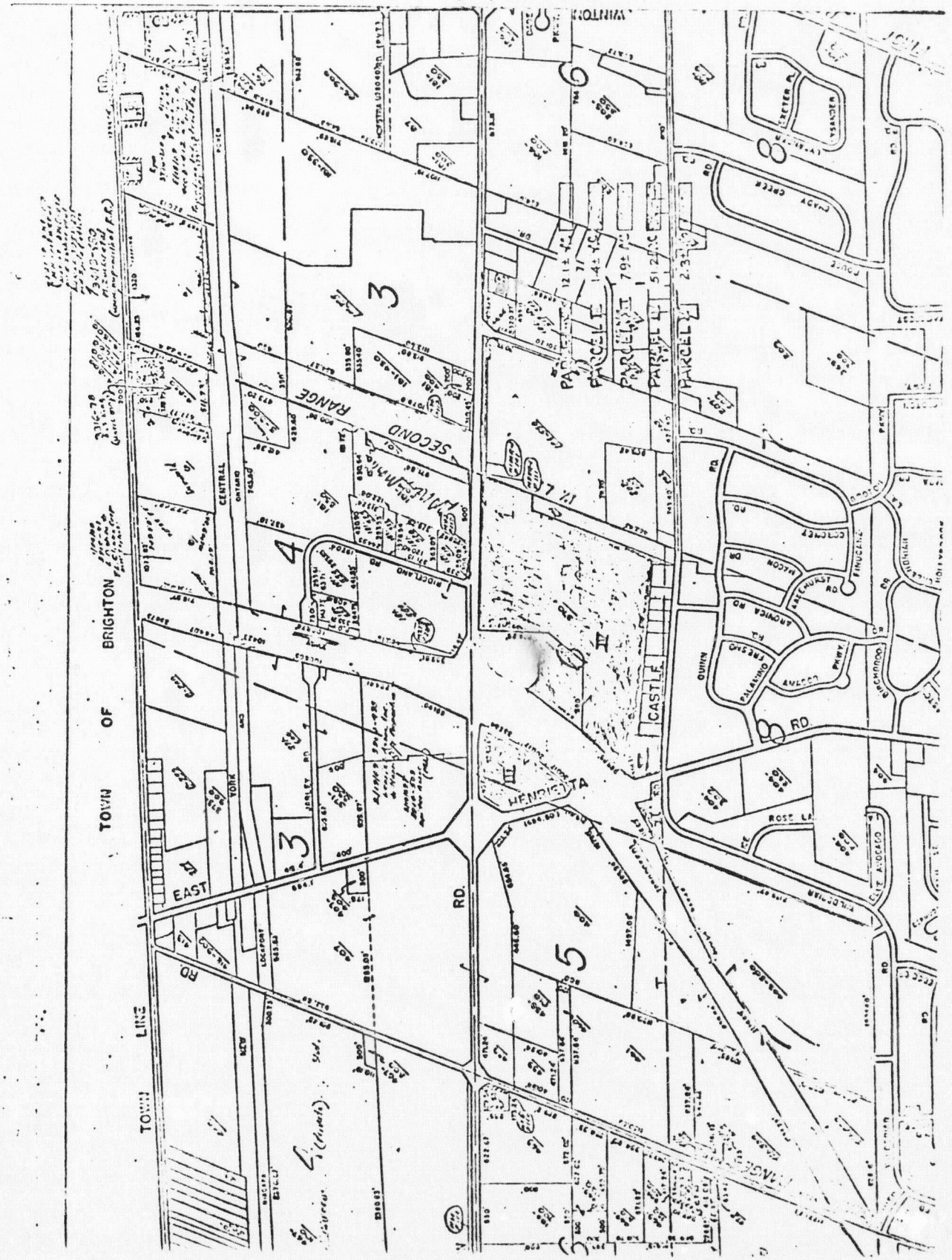

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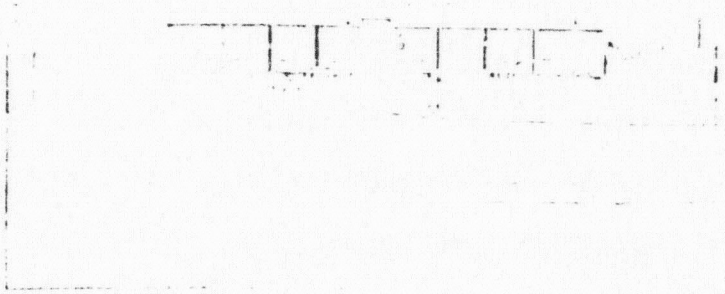
EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

EXHIBIT V

COMPARABLE LAND SALES AND DOCUMENTATION

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.



Location: E/S Winton Road South, Town of Henrietta
Grantor: Toad Mart, Inc.
Grantee - Wickes Corp.
Date of Deed: July 6, 1972
Recording Date: Monroe County - July 6, 1972
Size: 10.2 Acres - Liber 4282 - Page 133
Topography: Level
Zoning: Commercial
Utilities: Water, Sewer (Sanitary), Gas, Electric (available), Telephone
Site Preparation: (Minimum) unimproved vacant parcel.
Sale Price: $404,000.00
Per Acre: Say $40,500.00

Comparable Sale #

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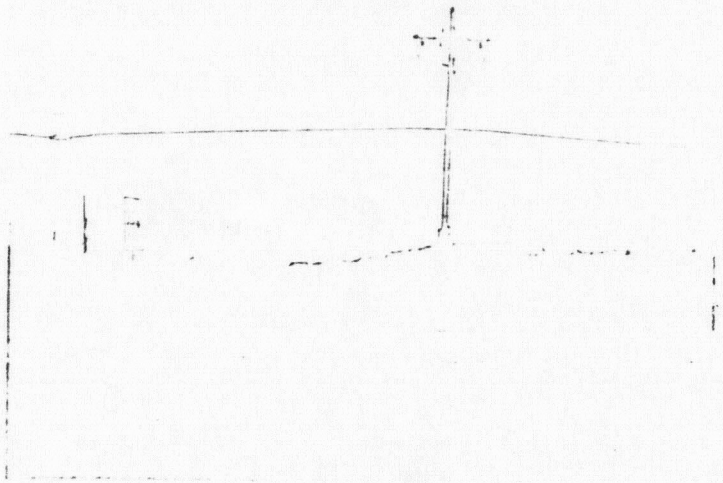


Location: E/S Winton Road South, Town of Henrietta
Grantor: A. Clark Pieper
Grantee: Valley Cadillac Corp.
Date of Deed: February 22, 1973
Recording Date: Monroe County March 15, 1973
Liber 4415 - Page 57
Size: 6 acres - vacant
Zoning: Residential with variance
Topography - Level
Utilities: Water, Sewer (Sanitary), Gas, Electricity, Telephone (available)
Sale Price: $220,000.00
Per Acre: $36,666.66

Comparable Sale #2

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

Location: E/S Winton Road South, Towns of Henrietta & Brighton
Grantor: Phillip Kaplan & Ray D'Allesandra
Grantee: Todd Mart, Inc.
Deed Date & Recording: Monroe County - May 20, 1969
Size: 62.4175 Acres Liber 3983 - Page 120
Topography: Low, wet and no sanitary sewers.
Site preparation reported to be $503,000.00, including Sewers, drainage, pumping station, etc.
Utilities: Water, Gas, Electricity, Telephone (available)
Sale price: $624,900.00
Per Acre: $10,000.00

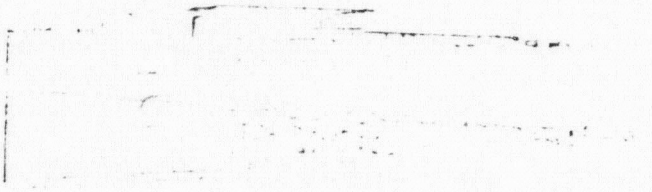
Comparable Sale #3

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

Location: N/E corner Jefferson Road & East Henrietta Road
Grantor: James F. Wilmont
Grantee: Lenrick Associates
Deed Date: 10/12/67 - Recorded Monroe County - 10/16/67
Liver 3854 - Page 184
Size: 25.05 Acres. Note: .7 Acres unusable (ditches, etc.)
Topography: Generally level.
Utilities: Water, Sewer(sanitary), Gas, Electric, Telephone (available)
Sale Price: $680,624.00
Per Acre (usable acerage): $28,000.00

Comparable Sale #5

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

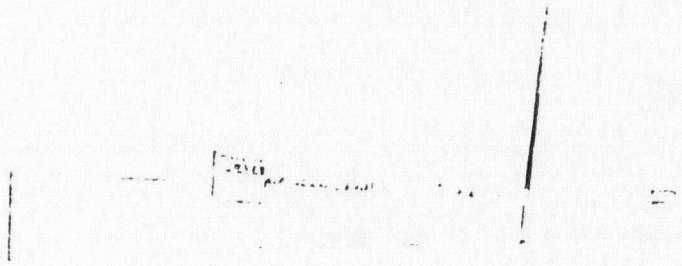


Location: S/E corner Buffalo Road & Pixley Road, Town of Gates
Grantor: Abraham Wittenberg
Grantee: Joseph Entroff
Date of Deed 5/1/70 - Recorded Monroe County 5/1/70
Liber 4051 - Page 445
Size: 94.463 Acres
Topography: (High ground above Buffalo Road, rolling)
Zoning: 200' depth from Buffalo Road Residential. Balance M1 Industrial
Utilities: Water, Sewer, Gas, Electricity, Telephone (available)
Sale Price: $897,500.00
Per Acre: $9500.00

Note: Presently 20 acres under development.

Comparable Sale #5

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.



Location: N/W corner Elmgrove Road & Buffalo Road, Town of Gates
Grantor: Charles Rinaldo
Grantee: Buffalo-Elm Plaza, Inc.
Date of Deed 8/31/70 - Recorded 9/1/70
Liber 4071 Page 272
Topography: Generally level, slight grade up from front to rear.
Utilities: Sewer, Water, Electricity, Telephone (available)
Zoning: Commercial - 31.046 acres
Sale Price: $435,000.00
Per Acre: $13,850.00

Comparable Sale #6

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

SALES DATA NARRATIVE

I Recommended Site

Sale #1 - Adjusted for Time (+6%), Location (-20%), Increments (-20%), Topography (-10%)
Adjustment (-44%)
Indicates a Fair Market Value of $24,920. per acre Rounded ($25,000.)

Sale #2 - Adjusted for Location (-20%), Increments (-20%)
Adjustment (-40%)
Indicates Fair Market Value of ($22,000.) per acre

Sale #3 - Adjusted for Time (+24%), Location (-20%), Increments (+90%) Note: Sale indicates $503,000. spent for sewage pumping station, fill drainage, etc. by purchaser.
Adjustment (+74%)
Indicates Fair Market Value of ($19,000.) per acre

Sale #4 - Adjusted for Time (+36%), Location (-20%), Increments (-10%)
Adjustment (+6%)
Indicates Fair Market Value of $29,680. per acre Rounded ($29,700.)

Sale #5 - Adjusted for Time (+18%), Increments (+60%)
Adjustment (+78%)
Indicates a Market Value of $16,750. per acre

Sale #6 - Adjusted for Time (+18%), Location (+10%), Increments (+20%)
Adjusted (+48%)
Indicates a Market Value of $19,498. per acre Rounded ($19,500.)

Summary

The (3) comparable sales (1), (2), and (4) represent the best comparability to subject of the available sales of record, indicating a market value of the recommended site of $25,566. per acre - Rounded ($25,600.) per acre

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

Alternate Site #1

Sale #1 - Adjusted for Time (+6%), Location (-20%), Increments (-2%).
Adjustment (-44%)
Indicates a fair market value of $24,920. per acre
Rounded ($25,000.)

Sale #2 - Adjusted for Location (-20%), Increments (-10%)
Adjustment (-30%)
Indicates a fair market value of $25,667. per acre
Rounded ($25,700)

Sale #4 - Adjusted for Time (+36%), Location (-20%), Increments (-10%)
Adjustment (+6%)
Indicates a fair market value of $29,680. per acre
Rounded ($29,700.)

Summary

These (3) Sales indicate a fair market value for Alternate Site #1 of $26,800. per acre. Of the comparable sales these three represent the best as applicable to the subject.

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

III Alternate Site #2

Sale #1 - Adjusted for Time (+6%), Increments (-10%)
Adjustment (-4%)
Indicates a fair market value of $42,720. per acre
Rounded ($42,700.)

Sale #2 - Adjusted for Increments (-10%)
Adjustment (-10%)
Indicates a fair market value of $33,000. per acre

Sale #4 - Adjusted for Time (+36%)
Indicates a fair market value of $38,080. per acre
Rounded ($38,100.)

Summary

These (3) Sales being considered the best comparables, indicate a fair market value for this Alternate Site #3 of $37,933. per acre
Rounded ($38,000.)

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

IV Alternate Sites [illegible] (Block E)
-(Block D)

Sale #1 - Adjusted for Time (+6%), Location (-20%), Increments (-20%)
Adjustment (-34%)
Indicates a fair market value of $29,370. per acre

Sale #4 - Adjusted for Time (+36%), Location (-20%), Increments (-10%)
Adjustment (+6%)
Indicates a fair market value of $29,680. per acre
Rounded ($29,700.)

Sale #6 - Adjusted for Time (+18%), Location (+10%), Increments (+20%)
Adjusted (+48%)
Indicates a fair market value of $19,498. per acre
Rounded ($19,500.)

Summary

The average fair market value of these (3) sales considered most comparable to subjects (Alternate Sites #3) $26,190. per acre
Rounded ($26,200.)

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SALE #	GRANTOR	GRANTEE	DATE	ACRES & ZONING	SALE PRICE	PER ACRE
1	Todd Mart, Inc.	Wickes Corp.	07-06-72	(10.2 acres) Commercial	$454,000.	$44,500.
2	Pieper	Valley Cadillac	02-22-73	(6 acres) Residential - Variance	$220,000.	$36,666.
3	Kaplan-D'Allesandra	Todd Mart, Inc.	05-20-69	(62.4155 acres) Commercial	$624,500.	$10,000.
4	Wilmont	Lenrick Assoc.	10-12-67	(25.05 acres) Commercial	$680,624.	$28,000.
5	Wittenburg	Entroff	05-07-70	(94.463 acres) Industrial	$897,500.	$ 9,500.
6	Rinaldo	Buffalo-Elm Plaza	08-31-70	(31.046 acres) Commercial	$435,000.	$13,850.

NOTE: All of these parcels were vacant land at the time of purchase.

EXHIBIT 89 — U.S. Postal Service Real Estate Planning Report, dated 5-21-73.

250

EXHIBIT 90 – U.S. Postal Service Working Conditions Improvement Program Report.

Working Conditions Improvement Program

EASTERN REGION - EMPIRE DISTRICT

ROCHESTER

1-73-680

DEFENDANT'S EXHIBIT

SARGENT
WEBSTER
CRENSHAW
& FOLLEY

ARCHITECTS ENGINEERS PLANNERS

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS - WORKING CONDITIONS IMPROVEMENT PROGRAM

Table of Contents

Project:
Surveyed By: Sargent-Webster-Crenshaw & Folley
Date:

Section	Title
Blue	Building Information
Pink	Enivronmental Survey Summary
Pink	Cost Summary
Yellow	Survey Checklist A. Site Work B. Architectural C. Fire Protection D. Personal Safety E. Plumbing F. HVAC G. Electrical
White	Sketches, Site and Floor Plan
White	Photographs (as needed)
Green	Detailed Recommendations

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

BUILDING INFORMATION

Project: Rochester Main Post Office 1-73-680

Street Address:

City: Rochester, New York

Surveyed By: Sargent-Webster-Crenshaw & Folley

BUILDING DATA:

Year Built: 1932 Stories Above Grade: 2
Height: 32 ± Length: 296' Width: 240 ±
Floor: 225,971 Site Area: 100,000
Platform Area: 5,400 Height: Width: 20'-0" Length: 270'-0"

CONSTRUCTION:

Structural Frame: steel frame with masonry

Roof: built-up roof
Intermediate Floors: concrete slab and beams
Ground Floor: concrete slab and beam
Interior Walls: plaster and masonry
Exterior Walls: masonry
Building Fenestration in Percent: North
South East West

MECHANICAL-ELECTRICAL:

Heating/Air Conditioning System: Two pipe steam heating system with B boilers gravity condensate return
Electrical System: 120/208V, 3 phase, 4 wire, 3,000 amp capacity (recently installed service)

Is Building Considered Safe, Marginal or Unsafe: Safe

GENERAL CONDITION OF BUILDING: Fair

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

BUILDING INFORMATION

Project Rochester Main Post Office 1-73-680
Surveyed By Sargent-Webster-Crenshaw & Folley
Date 12 November 1973

Lease Data: Government-owned facility

Contract Expiration Date: _____

Renewal Options Available: Number _____ Term _____

Purchase Options: ___ No ___ Yes Date Available _____

Annual Rental _____

Maintenance Responsibility: USPS _____ Lessor _____

Can Present Agreement Be Extended? _____

Rochester Main Post Office
Project No. 1-73-680

ENVIRONMENTAL SURVEY SUMMARY

A survey was performed at the Rochester Main Post Office by Sargent-Webster-Crenshaw & Folley on 12 November 1973. This facility was built in 1933 by Gordon & Koelber as a main post office and is currently being used as a main post office.

The general condition of this facility can only be reported as fair to poor in regards to working condition of this building which needs much work.

A listing of the deficiencies follows:

1. The parking and maneuvering space at this facility is undersize.
2. Provide one ramp for the handicapped.
3. Pavement needs patching and sealing.
4. Walls, ceilings, and doors require painting.
5. Lay-on acoustic tile is required to cover piping.
6. Floors need refinishing.
7. No toilet available on first floor.
8. Plumbing fixtures are in poor shape and need replacing.
9. Locker rooms do not meet criteria.
10. Space for office rooms are not available on the current floors. New area would be required.
11. Provide emergency signs, and manload signs.
12. Repair stairways.
13. Replace plywood walls with gypsum walls and paint.
14. Review the fire protection
15. Provide new drinking fountains.
16. Provide proper ventilation.
17. Workroom and lunch room exceeds noise criteria.
18. Dock area does not conform to climatological criteria.
19. Lighting is generally below criteria and need upgrading.
20. Electrical work on panels is required.

As this facility is listed as interim, we urge that every effort is made to replace it as soon as possible. Our survey found no item that was an immediate danger, however, the general working condition for the large number of people is critical. By making this recommendation, we therefore suggest that only those items which are absolutely necessary be accomplished at this facility. An example of this is the ventilation problem, rehabilitation of the toilet facilities. Some general lighting changes and the slippery floors.

It will be almost impossible to do the major work without interfering with the USPS service since this building operate on three tours. For just this reason, it is imperative that some of these problems be remedied.

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

COST SUMMARY

Project: Rochester Main Post Office 1-73-630
Surveyed By: Sargent-Webster-Crenshaw & Folley
Date: 12 November 1973

Item	Lessor	USPS	Total
A. Site Work		9,700.00	9,700.00
B. Architectural		333,118.00	333,118.00
C. Fire Protection		8,000.00	8,000.00
D. Personnel Safety		6,000.00	6,000.00
E. Plumbing		11,335.00	11,335.00
F. HVAC		93,000.00	93,000.00
G. Electrical		406,800.00	406,800.00
Sub Total		867,953.00	837,953.00
G.C. Overhead and Profit 25%		216,988.25	216,988.25
Sub Total		108,494.25	108,494.25
Contingency 10%		10,849.12	10,849.12
Total		1,193,435.37	1,193,435.37

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Project Rochester Main Post Office 1-73-680
Surveyed By Sargent-Webster-Crenshaw & Folley
Date 12 November 1973

	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
A. SITE WORK					
1. Parking:					
a. Does the number of employee parking spaces comply with Postal Service Environmental Criteria, SectionN?		x		A-1	0
b. Does the number of customer parking spaces comply with the Postal Service Environmental Criteria, Section N?		x		A-2	0
c. Is site size adequate for additional parking?		x		A-2	0
d. Is additional land required to meet parking requirements?		x		A-3	0
2. Vehicle Traffic:					
a. Are the dimensions of the maneuvering area consistent with Postal Space Standards, Section III C?		x		A-4	0
b. Are site size and traffic patterns such to insure efficient movement of vehicles?		x		A-5	0
c. Do traffic signs conform to the specifications of the local or state highway department?	x				
d. Are wheel stops provided to prevent vehicle damage to the facility and other property?		x			

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Rochester 1-73-680

	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
A. SITE WORK					
3. Access to Facility:					
Are the following factors in conformance to Section O of the Postal Service Environmental Criteria?					
a. Sidewalks?	x				
b. Ramps?		x		A-6	0
c. Stairs?	x				
d. Elimination of barriers to the handicap?		x		A-8	0
4. Paving:					
a. Are the parking spaces and driving lanes properly marked?	x				
b. Is the existing pavement in good condition and does not require new topping or removal and replacement?		x		A-9	$9,700.00
5. Drainage:					
Are the following factors in conformance to Section IVA of the "Guidelines" to minimize flooding?					
a. Inlet location?	x				
b. Pavement slopes?	x				
B. ARCHITECTURAL					
1. Are the exterior walls of the building free from the following conditions?					
a. Objectionable or dangerous cracks?	x				

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Rochester 1-73-680

B. ARCHITECTURAL	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
1. b. Objectionable water stains?	x				
c. Vehicle damage?	x				
d. Damage to or leaking roof leaders?			x		
2. Are walls, ceiling, doors and other surfaces clean and in good repair?		x		B-1	$50,000.00
3. Lobbies, offices, locker, lunch room and medical spaces. Are pipes, or other objectionable items concealed from view?		x		B-2	$100,000.00
4. Are floors in good condition, easily maintained and of safe non-slip material?		x		B-3	$150,000.00
5. Rest Rooms:					
a. Do rest rooms conform to Section K of the Postal Service Environmental Criteria?		x		B-4	0
b. Are local sanitary codes complied with?		x		B-5	$4,000.00
c. Are plumbing fixtures, etc. in good condition?		x		E-6	$10,618.00
6. Locker Rooms:					
a. Will locker rooms accommodate a full size locker for each employee?	x				
b. Is space adequate to seat personnel on largest tour?		x		B-6	0
c. Is space adequate to add showers for 10% of largest tour?		x		B-7	0

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Rochester 1-73-680

B. ARCHITECTURAL	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
6. d. Do locker rooms conform to Section N of the Postal Service Environmental Criteria?	x				
7. Lunch Rooms:					
a. Does lunch room conform to Section M of the Postal Service Environmental Criteria?	x				
8. Offices for Supervisors:					
a. Are private offices provided for supervisors of the rank of Superintendent of Mails and above?		x		B-8	0
b. In larger offices with employee complement of 1000 or more, are private offices provided for supervisors of the rank of Tour Superintendent and above?			x		
9. Are medical facilities provided in accordance with Section Q of the Postal Service Environmental Criteria?	x				
10. Is the interior free from the following factors?					
a. Objectionalbe cracking of walls or floor system?		x		B-9	$20,000.00
b. Water seepage?		x		B-9	0
c. Objectionable floor sag or settlement?		x		B-9	0
d. Damage due to Postal Equipment?	x				

EXHIBIT 90 – U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Rochester 1-73-680

	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
B. ARCHITECTURAL					
11. Does the structural framing system exhibit any of the following?					
a. Excessive deflection of roof or floor system?		x			
b. Damaged structural members?		x			
c. Excessive vibrations?		x			
d. Are maximum permissible floor load limit for workrooms and storage areas conspicuously posted in pounds per square foot?		x		B-10	$1,000.00
e. Are floors, stairs and handrails maintained in good repair?		x		B-11	$1,500.00
C. FIRE PROTECTION					
1. All buildings:					
a. Are portable fire extinguishers provided per paragraph 8.7 of the "Guidelines", Section IV B?	x				
b. Are exits adequate (size, number, location, arrangement) per paragraph 8.1.2 of "Guidelines" Section IV B?	x				
c. Are normally locked exits equipped with Underwriters Laboratories labeled exit locks?	x				
d. Are interior stairways properly protected per paragraph 8.1.3 of "Guidelines", Section IV B?	x				
e. Is acoustical treatment satisfactory (Flame spread 25 or less smoke development 50 or less) per paragraph 8.1.4 of "Guidelines", Section IV B?		x		C-1	0

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Rochester 1-73-680

C. FIRE PROTECTION	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
1. f. Are interior finishes satisfactory per paragraph 8.1.5 of "Guidelines" Section IV B?		x		C-2	$5,000.00
g. Are floor coverings satisfactory per paragraph 8.1.5 of "Guidelines", Section IV B?		x		C-3	0
h. Are hazardous areas sprinklered per paragraph 8.8.1 of "Guidelines", Section IV B?	x				
2. Buildings 3,000 - 25,000					
Are local alarm horns provided as required per paragraph 8.4.2 of "Guidelines", Section IV B?			x		
3. Buildings over 25,000 square feet					
a. Are electrical fire alarm systems provided per paragraph 8.4 of "Guidelines" Section IV B?	x				
b. Where provided, is system of pre-signal type per paragraph 8.4.3 of "Guidelines" Section IV B?			x		
c. Does initial operation of any manual fire alarm box automatically transmit a signal per paragraph 8.4.5 of "Guidelines", Section IV B?	x				
d. Are required public fire hydrants available per paragraph 8.9.4 of "Guidelines", Section IV B?	x				

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITION IMPROVEMENT PROGRAM

Rochester 1-73-680

	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
C. FIRE PROTECTION					
3. e. Are small hose systems for occupant use provided in unsprinklered buildings per paragraph 8.2.2 "Guidelines, Section IV B?			x		
f. Are fire department standpipes provided per paragraph 8.2.1 of "Guidelines" Section IV B, if building is over three (3) stories in height?			x		
4. Buildings over 100,000 square feet					
a. Is sprinkler protection provided as required per paragraph 8.8.3 of "Guidelines, Section IV B?		x		C-4	$3,000.00
5. Essential Electronic Equipment					
Does construction and protection comply with applicable criteria per paragraph 8.10 of "Guidelines", Section IV B?			x		
D. PERSONNEL SAFETY					
1. Are aisles and corridors properly marked to indicate paths to exits?		x		D-1	$3,000.00
2. Are rugs and carpets properly arranged and secured to prevent tripping and slipping?			x		
3. Are difference in floor elevations in aisles and corridors adequately marked?			x		
4. Are protruding power and telephone outlets and radiator valves arranged so as to prevent injury?			x		
5. Are locations of exits designated?	x				
a. Any signs?					

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Rochester 1-73-680

		YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
D.	PERSONNEL SAFETY					
6.	Are directional signs to emergency exists posted?	x				
7.	Is adequate access and working space provided around electrical nad mechanical equipment to permit ready access, safe operation nad maintenance of equipment?	x				
8.	Are safe means of access provided from one level to another?	x				
9.	Are conveyor belts and drives located within 7 feet of the floor properly guarded?	x				
10.	Are blades of electrical fans adequately protected?		x		D-2	$3,000.00
11.	Are ceiling light fixtures, fans, etc. firmly secured?	x				
12.	Are means provided to guard against accidental injury to personnel at conveyor transfer loading or discharge points?	x				
13.	Are areas where smoking is permitted adequately identified?	x				
E.	PLUMBING					
1.	Is adequate hot water available ?	x				
2.	Is the water pressure adequate at all fixtures?	x				
3.	Is the water discolored?		x			
4.	Is chilled drinking water available so that employees don't have to travel more than 100 feet to reach a fountain?		x		E-1	$1,785.00

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Rochester 1-73-680

		YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
E.	PLUMBING					
	5. Are plumbing fixtures and drinking water fountains available for the handicapped?		x		E-2	$9,550.00
F.	HEATING - VENTILATING - AIR CONDITIONING					
	1. Is the heating ventilation and system serving occupied spaced adequate to maintain year round, temperature and humidity conditions within the ranges indicated in Section A of the Postal Service Environmental Criteria?		x		F-1	$93,000.00
	2. Is adequate ventilation air supplied to the buildings and is air motion adequate in work areas?		x		F-1	0
	3. Are occupied spaces free from drafts due to infiltration, improperly balanced air supply or from cold exterior windows and walls?			x		
	4. Do occupied spaces have hot spots, especially around work stations of mail processing equipment such as letter sorting machines and sack slide areas?	x			F-1	0
	5. Are equipment rooms properly ventilated and ambient temperatures maintained so they don't exceed 90°F ?	x				
	6. Are there any areas on the premises in which any employee is continuously exposed in an 8-hour day to a sound level of more than 85 decibles as measured on the "A" scale of a sound level meter?	x			F-1	0

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Rochester 1-73-680

		YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
F.	HEATING - VENTILATING - AIR CONDITIONING					
7.	The following recommended noise level guidelines are based on maintaining reasonable sound levels in postal areas with consideration of the functions to be performed and the effect of noise on the workers ability to carry out their jobs. Are the guidelines exceeded for each area?					
	Areas — Level					
	Workrooms — 78dB (A scale) max 10 feet from nearest equipment	x			F-2	0
	Workrooms — 75dB (A scale) Max 30 feet from nearest equipment		x			
	Lunchrooms — 55dB (A scale) Max	x			F-2	0
	Office — 55dB (A scale) Max		x			
	Window Service — 50dB (A Scale) Max		x			
8.	Are all spraying areas provided with mechanical ventilation adequate to remove vapors or mists?			x		

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Rochester 1-73-680

	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
F. HEATING - VENTILATING - AIR CONDITIONING					
9. Is there excessive air contamination in the buildings?			x		
10. Is the dust collection system (if any) adequate to pick up and eliminate dust from collection points?			x		
11. Are systems servicing enclosed dock areas adequate to maintain reasonable working conditions? The criteria specified above for occupied areas do not apply to dock areas but reasonable working conditions are to be maintained. Dock areas are not to be air conditioned but will be heated when required. A temperature of 65°F under winter design conditions is considered reasonable in enclosed docks.	x				
12. Are any docks recommended to be enclosed?			x		
Dock areas are to be considered for enclosure and heating only when they qualify by meeting or exceeding the break point on the adverse side in three or more of the following climatological categories. **Ref: U.S. Dept. of Commerce, Office of Climatology - mean average statistics):					
Factor — Breakpoint					
a. Mean daily minimum temp. (Oct. thru March) 27°F			x		
b. Mean number days 32°F or below annually 120 days **POD Publication 37, para. 352.3 as defined in para. 362d.			x		
c. Mean snowfall and sleet annually 40"			x		
d. Possible no. of 16°F days or below 80 days			x		
e. Mean no. of annually or 1" or more snow and sleet 11 days			x	F-4	0

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Rochester 1-73-680

	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
G. ELECTRICAL					
1. Exterior lighting:					
A. Employee Parking:					
1. Is area illuminated to provide a minimum average of 1.0 foot candles?	x				
2. Existing level 1 + foot candles.					
B. Patron Parking:					
1. Is area illuminated to provide a minimum average level of 1.0 foot candles?	x				
2. Existing level _____ foot candles.					
C. Postal Vehicles Parking and Maneuvering Area					
1. Is area illuminated to provide a minimum average level of 1.0 foot candles?	x				
2. Existing level 1 + foot candles.					
D. Personnel Walkways:					
1. Are walkways presently illuminated to provide average level of 2.0 foot candles?			x		
2. Existing level _____ foot candles.					

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Rochester 1-73-680

	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
G. ELECTRICAL					
1. Exterior Lighting:					
D. Roadways:					
1. Are roadways presently illuminated to provide an average level of 0.5 foot candles?			x		
2. Existing level _____ foot candles.					
2. Interior Lighting:					
A. Workrooms					
1. Does the average general lighting in the workroom meet the minimum 50 foot candle level of illumination 5' above finished floor?		x		G-1	$280,000.00
2. Existing general lighting level 15 foot candles.					
3. Is localized or supplemental lighting provided for the mail sorting cases?	x				
4. Existing level of illumination with supplemental lighting 75 foot candles.					
5. In facilities of less than 50,000 sq. ft., where localized lighting has not been provided, does the lighting in the workroom meet the minimum 100 foot candle level of illumination?			x		

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Rochester 1-73-680

	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
G. ELECTRICAL					
2. Interior Lighting:					
6. Existing general lighting level ____ foot candles.			x		
7. Brightness Control. Are louvers or lenses provided on fixtures in areas where reading and close work are performed?	x				
B. Offices, Medical and Window Services:					
1. Does the average level of illumination in these areas meet the minimum requirements of 75 foot candles?		x		G-2	$11,500.00
2. Existing general lighting level ____ foot candles.					
3. Brightness Control. Are louvers or diffusing lenses provided on fixtures in these areas? List all areas not in compliance.	x				
C. Sack Shakeout and Dumping:					
1. Does the average level of illumination in these areas meet the minimum of 30 foot candles?		x		G-3	$6,000.00
2. Existing level ____ foot candles.					
D. Rest Rooms:					
1. Does the average level of illumination in these areas meet the minimum requirement of 30 foot candles?		x		G-4	$6,000.00

EXHIBIT 90 -- U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Rochester 1-73-680

	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
G. ELECTRICAL					
D. Rest Rooms:					
2. Existing level _____ foot candles.					
E. Locker Rooms:					
1. Does the average level of illumination meet the minimum requirement of 30 foot candles?		x		G-5	$20,250.00
2. Existing level 15 foot candles.					
F. Lunch Rooms					
1. Does the average level of illumination meet the minimum requirement of 50 foot candles?		x		G-6	$9,000.00
2. Existing level 15 foot candles.					
G. Interior Access Ways, Halls, Corridors and Elevators:					
1. Does the average level of illumination meet the minimum requirement of 30 foot candles.		x		G-7	$1,750.00
2. Existing level 5-15 foot candles.					
H. Interior Access Ways and Stairs:					
1. Does the average level of illumination meet the minimum requirement of 20 foot candles?			x		
2. Existing level ___ foot candles.					

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

Rochester 1-73-680

	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
G. ELECTRICAL					
I. Docks - Open					
1. Does the average level of illumination meet the minimum level or 30 foot candles?		x		G-8	$15,300.00
2. Existing level ___ foot candles.					
J. Docks - Enclosed - Transfer and Dispatch Areas:					
1. Does the average level of illumination meet the minimum level of 50 foot candles?			x		
2. Existing level ___ foot candles.			x		
K. Enclosed Vehicle Access and Maneuvering Areas:					
1. Does the average level of illumination meet the minimum level of 20 foot candles?			x		
2. Existing level ___ foot candles.			x		
L. Repair Shops:					
1. Does the average level of illumination meet the minimum requirements of 50 foot candles?		x		G-9	$10,000.00
2. Existing level ___ foot candles.					

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITION IMPROVEMENT PROGRAM

Rochester 1-73-680

G. ELECTRICAL	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
M. Conference Rooms					
1. Does the average level of illumination meet the minimum requirement of 50 foot candles?	x				
2. Existing level 75 foot candles.					
N. Mail bag storage, utility rooms, and mechanical equipment rooms:					
1. Does the average level of illumination meet the minimum requirement of 20 foot candles?	x				
2. Existing level 23 foot candles.					
3. Emergency Lighting:					
A. Is emergency lighting provided in accordance with Postal Criteria, Section IIC?					
a. Corridors	x				
b. Stairs	x				
c. Workrooms	x				
d. Docks		x		G-10	$40,000.00
4. Miscellaneous					
A. Are major disconnect devices identified to indicate their function?	x				
B. Are live parts of electrical equipment guarded against accidental contact by approved cabinets or other approved enclosures?	x				

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

USPS WORKING CONDITIONS IMPROVEMENT PROGRAM

G. ELECTRICAL	YES	NO	N.A.	REC. NO.	EST. COST TO UPGRADE
4. C. Grounding:					
1. Is electrical equipment properly grounded to avoid electrical shock?	x				
2. Are grounding type receptacles provided on the duplex convenience outlets?	x				
3. Are all metal parts of spray paint booths, exhaust ducts and piping systems conveying combustible or flammable liquids electrically grounded?			x		
D. Are there any overloaded electrical circuits.		x		G-11	$7,000.00

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

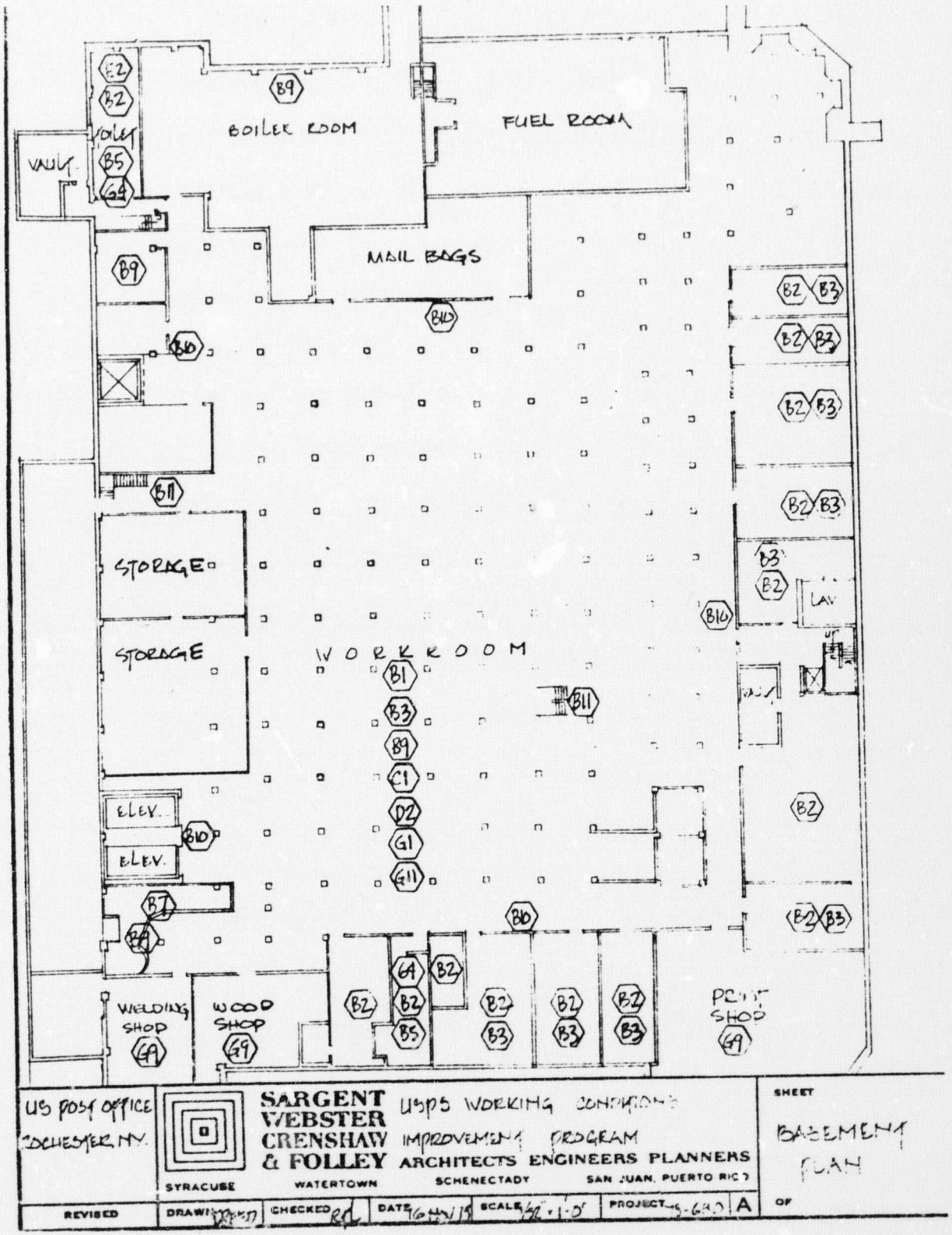
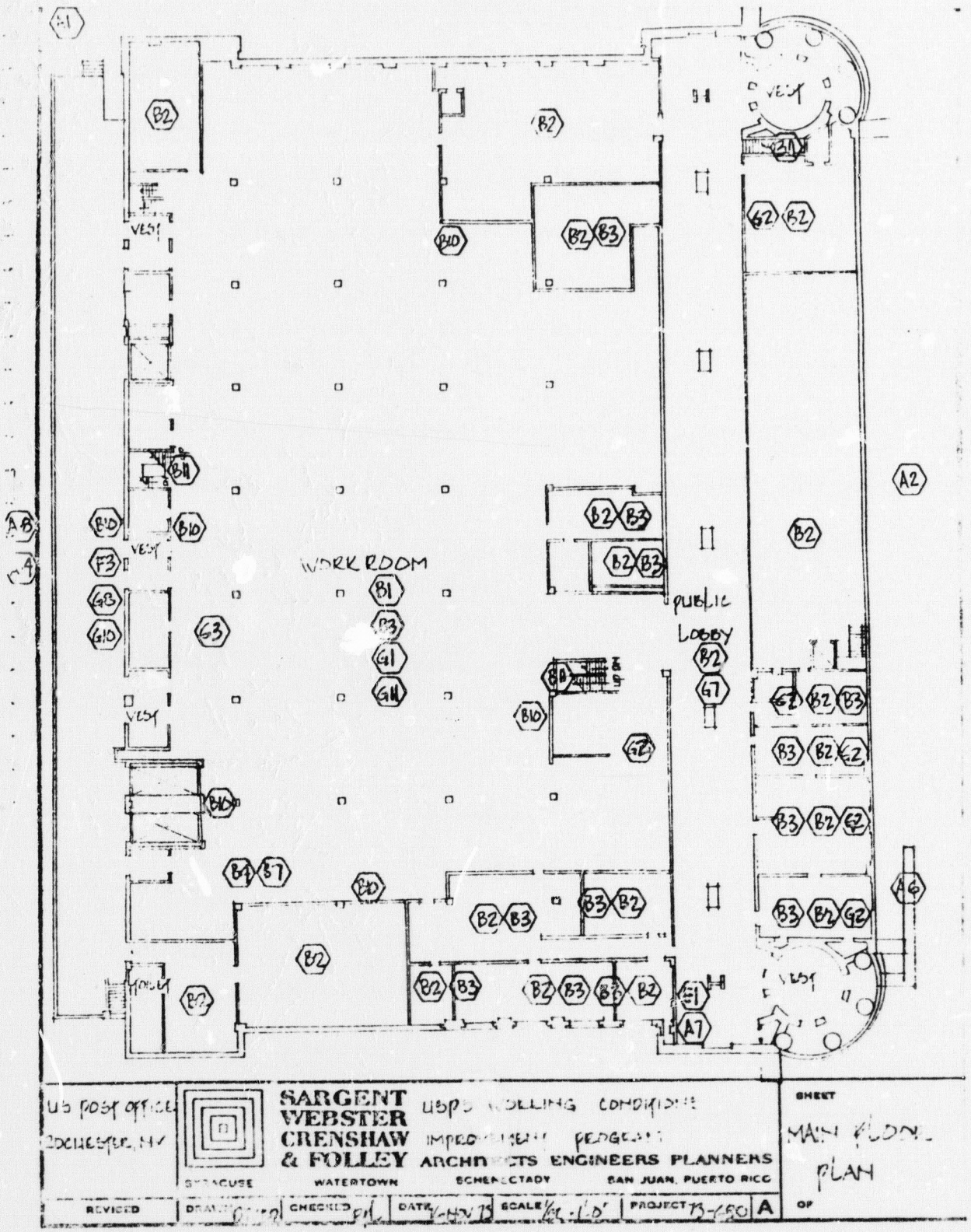


EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.



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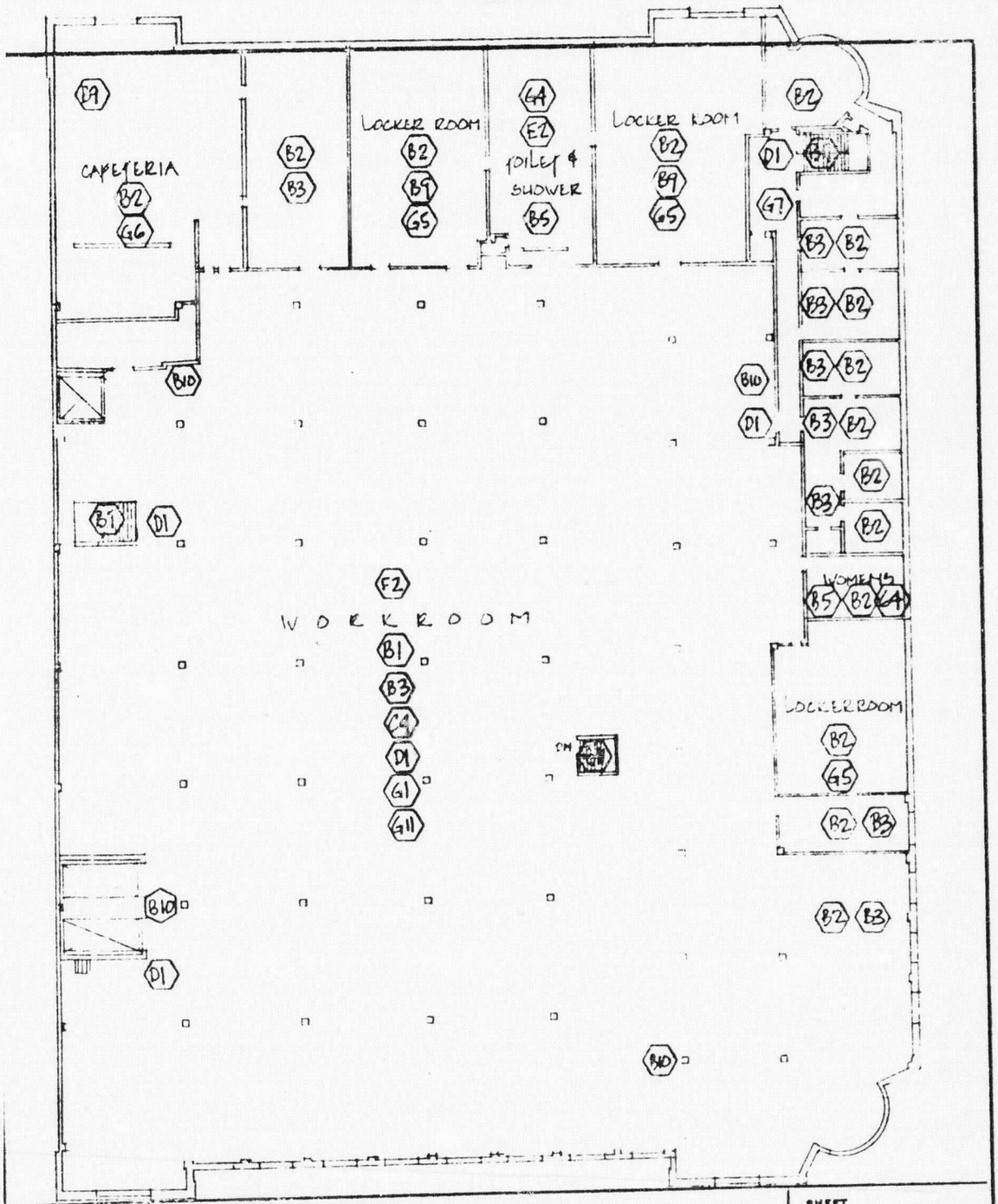

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

Rochester Main Post Office
Project No. 1-73-680

DETAILED DESCRIPTION

A-1	Employee parking spaces do not comply with USPS standards. If land was available, you could expect to pay	150,000.00
A-2	Customer parking spaces do not comply with recommended criteria. Site parking is not available and there is only limited street parking. Site size is inadequate for use and additional street parking is questionnable. If land was available for this, you could expect to pay	100,000.00
A-3	Land is not currently available in the immediate vicinity	0
A-4	The area from the face of the loading dock to the garage is 60'-0" wide. Since the garage facility is necessary, there is no way of improving this condition at present. See A-1.	0
A-5	Site and building limitations will not allow change in patterns of enlargements of usable area for vehicles.	
A-6	A ramp at one entrance is required but not recommended. (Interim Building)	1,500.00
A-7	There have been no provisions made for the handicapped. Provide a toilet near public lobby. Not recommended. (Interim Building)	1,500.00
A-8	Existing paving required patching in some areas and a new sealer coat	9,700.00
B-1	Walls, ceilings, doors, etc. found to be dirty, and damaged. Painting is recommended for entire facility	50,000.00
B-2	Pipes and other objectional items are not concealed from view. Drop acoustic ceiling is recommended in these areas. Tiles should be 2' x 4' lay-in type tile with exposed supports for easy access	100,000.00
B-3	Floors in main work areas are slippery, partially varnished wood flooring. Work areas should have asphalt plank installed. Office areas having wood floors should have new light color V.A.T. installed	150,000.00
B-4	No employee toilets supplied on first floor of building. If conveyor is removed, space may be available to install new facilities. Not recommended. (For interim building)	50,000.00

Rochester Main Post Office
Project No. 1-73-680

B-5	Plumbing and fixtures should be updated to comply with local code requirements. See E-2. Patching and matching of the tiles and walls	4,000.00
B-6	Current locker facilities are adequate. No seating has been provided in the locker rooms and it is not feasible to provide any.	0
B-7	Currently, space is not available in the immediate area of the locker facilities. If the larger conveyor (not used) is removed and operations consolidated, space could be made available at that time. See B-4. (Not recommended interim)	3,000.00
B-8	Currently dead floor space exists on basement, first, second, nad mezzanine levels in the area of the large unused conveyor. With this item removed construction of additional office space would be feasible. Without removing the conveyor, very little additional space for offices is available. We suggest that if space is necessary at this interim building, contact might be made with local demolition crews to ascertain if it is feasible to have this conveyor removed. We have no price for this.	0
B-9	Wall surfaces are cracked in many areas and require patching and painting. Exposed concrete floors are cracked in some areas and also require patching and painting in areas	20,000.00
B-10	There are no signs in any areas stating maximum permissible floor loads. These should be posted immediately.	1,000.00
B-11	Decks and stairs are in need of repair	1,500.00
C-1	Acoustic ceiling installed in some refurnished areas. See B-2.	0
C-2	Partitions in some areas constructed of wood studs with plywood finish on both sides. Plywood should be removed and gypsum drywall installed on both sides.	5,000.00
C-3	Work room and other areas have non-fire retardant or fire-resistant wood floors. Changes in floors to asphalt plank or V.A.T. should be adequate to comply with this requirement. See B-3	
C-4	Second floor sprinkler protection should be thoroughly reviewed. Present construction separating work room from other areas do not have the required two hour protected openings.	3,000.00

Rochester Main Post Office
Project No. 1-73-080

D-1	On second floor, aisles and corridors are not marked to indicate paths to exits. Markings and/or required signs should be installed immediately.	3,000.00
D-2 OK	Some fans in the building do not have proper protection for the blades. If these fans are not being used, they should be removed and if they are to be used, appropriate guards should be installed.	3,000.00
E-1	Provide drinking fountains for the employees and the handicapped	1,785.00
E-2	Recommend replacement of thirteen urinals and installation of five new wall mounted units	9,550.00
	Remove old floor urinals 50 x 13 = $650	650.00
	Water supply to urinals	418.00
		10,618.00
	This price is based upon a pedestal type replacement urinals being used as a direct replacement because of the interim nature of this facility. The cost would be double if partitions and wall hung urinals are desired.	
F-1	Heating and ventilating is required and we are not recommending air conditioning as this facility is listed as interim. Design is based on in line fans and rooftop exhaust fans.	
	Building Size 178,000 - 6 air changes per hour. 1 1/2 CFM per square foot therefore 267,000 CFM exhaust	93,000.00
	Heating within the building especially at the loading dock must be on when exhaust system is operating.	
F-2	The best possible solution to the noise problem would be to install a suspended acoustical ceiling at the areas where the noise violations occur. This would normally be accomplished at a cost of $1.00 to $1.10 per square foot. Because of the three tour operation of this building, it would be almost impossible to do this work without interferring with the handling of mail. Being an interim facility, we do not recommend doing anything at this time about this problem	0
F-3	The dock is not recommended to be enclosed because of the dock height and because this is an interim facility	0

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

Rochester Main Post Office
Project No. 1-73-680

G-1	Basement, first floor, and second floor work rooms with the exception of LSM area, are lighted with individual fluorescent and/or incandescent luminaires with a low foot candle level maintained. Estimated cost to relight these areas, approximately $70,600 suqare feet plus mezzanine, using 1900 + luminaires and using existing where possible.	280,000.00
G-2	Install new fluorescent luminaires in five offices and supplemental strip lighting at approximate 250 feet of window service	11,500.00
G-3	Install new fluorescent luminaires on existing incandescent outlets approximately 40	6,000.00
G-4	Install new fluorescent luminaires on existing outlets or extend for approximately 40 luminaires.	6,000.00
G-5	Install new fluorescent luminaires in approximately 9,000 square feet of locker rooms approximately 135 luminaires	20,250.00
G-6	Install approximately 50 four tube fluorescent luminaires	9,000.00
G-7	Install two tube fluorescent luminaires on existing outlets. 12-14 estimated.	1,750.00
G-8	Install one row of supplemental weatherproof fluorescent luminaires approximately 85	15,300.00
G-9	Install supplemental fluorescent lighting, reuse luminaires removed from workrooms	10,000.00
G-10	New lighting loads will require installation of new panels and feeders to first and second floors. Capacity is available at service.	40,000.00
G-11	Various panels are above ambient temperature. New circuit breakers tightening of connections and installation of approximately ten new branch circuits are required.	7,000.00

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

SARGENT
WEBSTER
CRENSHAW
& FOLLEY

ARCHITECTS ENGINEERS PLANNERS
2112 ERIE BOULEVARD EAST, SYRACUSE, NEW YORK 13224, 315-472-3361

ARCHITECT & ENGINEER

WCIP QUESTIONNAIRE

Building Name Rochester Main Post Office 1-73-680

Address 216 Cumberland St. (Street), Monroe (County), NY (State), 14603 (Zip Code)

Name of Postmaster William E. Finn

Building Data:

Name of Builder	Gordon & Koelber
Year Built	1933
Number of Stories (floors)	2
Size in square feet	225,971
Are plans of building available?	Yes x No
Is building a leased facility?	Yes No x
Is the lease available?	Yes No
Name of local building inspector	Mr. David Garrott
Telephone Number	454-4000 Ext 139

	Male	Female	Male Supervisors	Female Supervisors
Maximum number of employees at peak period	1,200	250	65	8
Number of employees using lunch room at one time	80	(Approximate)		

Availability and type of medical service in community:

There are seven hospitals, numerous sanitariums, nursing homes and first class emergency services at all the hospitals. In addition this office has a list of compensation doctors

Number of window transactions at peak hour: 150

Number of lock boxes in use: 1,119

PARTNERS
CONSULTANT
ASSOCIATES
SYRACUSE
WATERTOWN
SCHENECTADY
SAN JUAN P.R.

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

SARGENT
WEBSTER
CRENSHAW
&FOLLEY

ARCHITECTS ENGINEERS PLANNERS
2112 ERIE BOULEVARD EAST, SYRACUSE, NEW YORK 13224, 315-472-3361

Potential exposure to unusual health hazards:

With the addition of electronic equipment the noise levels have increased in addition to the heat in the area because of the lack of ventilation. Further, the dust is a definite hazard along with very, very poor lighting.

Number and Type of vehicles required for postal operations:

Type	Number
½ tons	11
¼ tons	59
1 ton	32
5 tons	11
Miscellaneous	17

Number of parking spaces presently available for employees on site: None

Number of parking spaces presently available for customers on site: 30 (approximate)

Indicate which environmental working conditions are in need of upgrading. Check if required:

- x a. Heating & Ventilating/Air Conditioning
- x b. Ventilation
- __ c. Interior Walls
- __ d. Ceilings
- x e. Floors
- x f. Noise
- x g. Lighting
- x h. Electrical & Power Requirements
- __ i. Safety
- x j. Toilet Rooms
- __ k. Locker Rooms
- __ l. Food Service
- x m. Parking
- __ n. Access
- __ o. Private office for superintendent
- __ p. Medical Facilities

PARTNERS
CONSULTANT
ASSOCIATES

BYRACUSE
WATERTOWN
SCHENECTADY
SAN JUAN P R

EXHIBIT 90 — U.S. Postal Service Working Conditions Improvement Program Report.

SARGENT
WEBSTER
CRENSHAW
& FOLLEY

ARCHITECTS ENGINEERS PLANNERS
2112 ERIE BOULEVARD EAST, SYRACUSE, NEW YORK 13224, 315-472-3361

Comments: _____

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Submitted by: _____

Title: _____

Date: _____

PARTNERS
CONSULTANT
ASSOCIATES
SYRACUSE
WATERTOWN
SCHENECTADY
SAN JUAN P R

EXHIBIT 91 – U.S. Postal Service Memorandum, site selection team, 8-8-73.

UNITED STATES POSTAL SERVICE

OUR REF: P:WEF:fm DATE: August 8, 1973

SUBJECT: Rochester, New York - Preferential Mail Facility P.O. CL:

TO:

Memorandum for Record

On August 8, 1973, Site Selection Team visited sites #3, #5 and #6 cited in the Real Estate Report prepared by the Corp of Engineers for the Rochester, New York Preferential Mail Center. Also, a 4th alternate site known as the U.D.C. site was visited for consideration.

Site #5 was recommended by the Site Selection Team as the preferred location for the new facility. A rezoning will be required by the Government.

Site #5 had the transportation operational and best location advantages over the other contending sites. Site #6 which is approximately two miles southwest of site #5 also had similar advantages as a second choice selection.

If Site #5 is not controlled within reasonable time, site #6 is to be considered as a prime selection.

S/ J. Hughes, EEO

M.C. Beers, Real Estate Officer

CHM: M. M. Donigian, Office of Program Management

E. Maxwell, Logists Div.

Dean S. Flemming, District Manager

G. Bugen G. Pollock
Systems Engineering

J. L. McDonald
Office of Real Estate

EXHIBIT 92 – U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

PREFERENTIAL FACILITY

April 1973 Rochester, N.Y.

This is a preliminary report prior to an Equal Employment Opportunity Phase I Site Selection Survey. The intention is to provide information as an overview on five sites under tentative consideration. Additional information and studies will be made as specific sites are identified.

Prepared and Submitted by:

Albert M. Tyree
Sherman Hughes
Coordinators for Regional
Site Selections

Mrs. Betty Donmore F.W.P.C

Mrs. Sarah Campanaro EEO c/F.W.P.C

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

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ROCHESTER, N. Y. PMF.....	10
ADDITIONAL BACKGROUND INFORMATION.....	11
HOSPITALS, MEDICAL FACILITIES & LABORATORIES.....	12

EXHIBITS*

1. Preliminary Site Selection Report
   Pref. Mail Facility, Rochester, N. Y.
   by Realty Specialist
2. Zip Code map of employee residence by race. The sample of the employees surveyed from GPO and Sectional Center represent ¼ of the work force.
3. Travel time by zip code. (Bus Routes)

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

PREFERENTIAL MAIL FACILITY

In keeping with the policy and directives set forth in Postal Service Order 71—24, the information contained in this report measures the impact on employees of the preferential facilities.

1. Rochester Profile

A. City: Rochester
County: Monroe
Location: Rochester is located approximately midway on the south shore of Lake Ontario. Its' metropolitan area extends southward from the lake; about 25 miles on both sides of the Genesee River.

B. Population
(1) (U. S. Census)
1970 - 607,398
(2) Racial Data - U. S. Census 1970
Negro - 51,243
Spanish - 23,000
Indian - 1,249 Oriental - 1,380

C. Medical Resources
See attached exhibit

SERVICES AVAILABLE IN PRESENT INSTALLATION

SERVICES	MAIN OFFICE	SEC. CENTER	LYELL	BEECH WOOD	BRIGHTON	BULLS HEAD	CHAR-LOTTE	DEWEY	IRONDE-QUOIT	SOUTH TOWN	WEST GATE	RIDGE-MONT
MEDICAL	Dr. on Duty 7AM-3:30PM Nurses on Duty 24 hrs. 24 hrs. Mon - Fri	First Aid Clerk 24 hrs.	*	*	*	*	*	*	*	*	*	*
PARKING FACILITIES AVAILABLE	Commercial Parking Fee $10.00 per month City Parking $.75 for 8 hrs.	Ample Employee Parking	ample	scarce	ample	ample	ample	ample	ample	ample	ample	ample
FOOD SERVICE AVAILABLE	Canteen Service: Same oven for heating food. Machines not serviced on Sunday	as Main Office	none	none	none	none	none	none	none	none	none	none

CREDIT UNION-Credit Union's services are utilized by employees from all stations. Open Monday through Friday, except Wednesday, from 1:00 PM to 5:30 PM.

* Medical services at all stations and branches consists of a First Aid Kit and a cot for emergency use.

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

PROFILE OF CURRENT WORK FORCE

CATEGORIES	WHITE MALE	WHITE FEMALE	NEGRO MALE	NEGRO FEMALE	SPANISH SURNAMED MALE	SPANISH SURNAMED FEMALE	AMERICAN INDIAN MALE	AMERICAN INDIAN FEMALE	OTHER MALE	OTHER FEMALE	TOTAL
CLERK	562	247	21	45			1				876
CITY-CARRIER	743	32	25	4			3				807
MAILHANDLER	177		25		2						204
VEHICLE DRIVERS	22		2								24
MAINTENANCE-BLDG.	26	1	4								31
MAINTENANCE-VEH.	33		2								35
CLEANERS	1			3							4
CUSTODIAN	12		3	1	2						18
RURAL LETTER CARRIER											
SPECIAL DELIVERY MESSENGERS	32	1	1								34
ADMINISTRATION	37	12	1							1	51
SUPERVISORY MANAGEMENT	117	6	1								124
TOTAL	1762	299	85	53	4		4			1	2208

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

MODE OF TRANSPORTATION BY ZIP CODE

ZIP	BUS	DRIVE POV	CAR POOL	OTHER (WALK) ETC.	TOTAL
14605	2	20		7	29
14606	1	44			45
14607	1	9		3	13
14608	4	10		1	15
14609	11	81	1	2	95
14610		12			12
14611	8	27	1		36
14612	4	13			17
14613	1	25	1		27
14615	2	14			16
14616	3	25			28
14617	4	42			46
14618	1	7			8
14619	2	16	1		19
14620	9	27	1	1	38
14621	15	54			69
14622	1	18			19
14623		17			17
14624	2	23			25
14625		6			6
14626	1	14			15

595

GPO - SCF
Tour II, III

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

Site Descriptions

For the purpose of this report, the following numerical and geographic site identification is made:

Site #1 Zip - 14623

Adjacent to Route 252(Jefferson Road) and Route 15A, Township of Henrietta, approximately 5 miles from the General Post Office and approximately 2 miles from the Sectional Center Facility.

Site #2 Zip - 14624

Adjacent to Route #33 (Buffalo Road) and Pixley Road, in the Township of Gates approximately 5 miles from General Post Office (one mile from Site #2)

Site #3 Zip - 14624

Adjacent to Route #33 (Buffalo Road) and Howard Road, in the Township of Gates, New York approximately 4 miles from General Post Office.

Site #4 Zip - 14623

Adjacent to Bailey Road and John Road in the township of Henrietta, New York approximately 6 miles from the General Post Office, Rochester, New York, and approximately 3 miles from the Sectional Center Facility.

Site #5 Zip - 14618

Adjacent to Winton Road and Route 47 in the Township of Brighton, approximately 3 miles from General Post Office and approximately 2 miles from Sectional Center Facility.

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

Site #6

Adjacent to Jefferson Road and Saginaw Road, within ½ mile of Site #1 in Henrietta Township.

Site #7

Adjacent to Winton Road within one mile of Site #6 in Henrietta Township.

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

CHILI

Zip Code 14624 Adjacent to Site # 4, 2, & 3

Total Population - 19,417

Negro - 138

Other - 54

Commuting time to center city:

Private own vehicle - 15 minutes

Public Transportation -

Rochester Transit Corp. (Chili Center) Trailways N. Chili

SCHOOLS: 6 elementary, 4 secondary, 1 parochial, Robert Wesleyon College

Average Family Income - $13,870

Available Housing: Apartments - average rental $215.00
Single family house - average sale $27,000.00

HENRIETTA

Zip Code 14467 Site # 1 & 4

Total Population - 32,259

Negro - 594

Other - 164

Commuting time to center city:

Private own vehicle - 15 minute.

Public Transportation -
(Rochester Transit Corp.)

SCHOOLS: Rush Henrietta School District #1, 8 elementary, 1 elementary Junior School, 2 Jr. High Schools, 1 Sr. High School, 2 parochial elementary, 1 secondary girls parochial school, Rochester Tech, Monroe Community College

Average Family Income - $13,396

Available Housing: Apartments - average rental $215.00
Single family house - average sale $26,000-30,000

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

GREECE

Zip Code 14612 - 26 - 15 Township Adjacent to Site # 2 & 3

Total Population - 74,704

Negro - 227

Other - 205

Commuting time to center city:

Private own vehicle - 20 minutes

Public Transportation -
(Rochester Transit Corp.)

SCHOOLS: Greece Central School District #1, 13 elementary, 2 Jr. High Schools, 3 Sr. High Schools, 5 parochial - (1-8), 1 High parochial (9-12)

Average Family Income - $13,568

Available Housing: Apartments - average rental $240.00
Single family house - average sale $25,000.00

GATES

Zip Code 14606 - 24 Site # 2 & 3

Total Population - 26, 280

Negro - 104

Other - 58

Commuting time to center city:

Private own vehicle - 15 minutes

Public Transportation-Every hour during week except Saturday & Sunday. Presently none during Tour I. (Rochester Transit Corp.)

Schools: Gates Chili Central School District, 7 elementary, 1 Jr. High School, 1 High School, 4 parochial schools.

Average Family Income - $11,800

Available Housing: Apartments - average rental $225.00
Single family house - average sale $26,000.00

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

BRIGHTON

Zip Code 14620 - 10 Site # 5

Total Population - 34,453

Negro - 370

Other - 242

Commuting time to center city:

Private own vehicle - 12 minutes

Public Transportation -
(Rochester Transit Corp.)

SCHOOLS: Brighton Central School District # 1, 5 elementary, 2 middle schools, 1 high school, 4 parochial schools- (3 elementary, 1 high school)

Average Family Income - $16,752

Available Housing: Apartments - average rental $275 - $350
Single family house - average sale $35,000.00

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

TAX RATES FOR TOWN

Site	Town Tax	County Tax	School Tax	Special District
Brighton	$45.35		$ 82.00*	$16.00
Greece	$47.87		$ 82.00	$20.50
Gates	$43.08		$ 71.00*	$19.20
Henrietta	$31.11		$ 71.62	$ 7.30
Chili	$55.81		$111.00*	$30.50

* - Average when more than one School District

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

ROCHESTER, N. Y. PMF

Regional Transit Service (RTS) (716) 288-6050

Jefferson Road Sites (1 & 6)

Lv. Downtown	AM	PM
	6:10	3:10
	8:55	4:30
	10:20	5:52
Lv. Winton & Jefferson		
	6:35	3:35
	9:20	4:55
	10:45	6:17

Buffalo Road Sites (2 & 3)

Lv. Downtown 5:47 AM
About every hour
till
12:25 AM

Lv. Gates Town Hall Area
6:25 AM
About every hour
till
12:47 AM

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

Additional Background Information

1. The sections and townships east of the city were not considered due to the higher cost of land, difficulty in acquisition and that most of the land is residential.

2. The growth area is projected to be in the south and west areas from the city.

3. A 40,000 unit community is planned for the Henrietta and Riverton areas. A rapid transit system is planned to service the areas southwest for the city.

4. Site's 2 & 3. Land development is planned for this area: shopping plazas and residential housing.

5. A bus company representative indicated that arrangements will be made by the company to service the selected site.

Note Travel time by bus is not included in this report and will be determined in a supplemental report.

6. Realty Specialist, M.C. Beers, made a study of possible sites in the Rochester city limits, but was unable to identify any area of adequate size needed for the facility.

7. Since the primary impact of the new facility would effect the relocation of the main office and sectional center employees, a study of modes of transportation was concentrated in those facilities.

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

ANALYSIS:

With the exception of Site 5, the sites were considered equal in that the Townships surveyed had acceptable environment; housing, transportation, etc. for all employees.

Site 5 (Brighton) has existing but limited low-to-average income housing. The average rental housing is higher than the other surveyed townships. Average homes were also higher in cost. Although minority groups are represented in the township, it was generally felt that any influx of persons would have a reserved reception.

A report of these findings was made in conference with the District Manager, Postal Service Headquarter representatives, and Corp of Engineers. Sites 2, 5 and 6 were selected for further information development.

EXHIBIT 92 — U.S. Postal Service Memorandum, regarding preferential mail facility, dated April, 1973.

HOSPITALS, MEDICAL FACILITIES & LABORATORIES

GENESEE HOSPITAL
224 Alexander St.
Rochester, New York 14607
325-5500

HIGHLAND HOSPITAL
3 Bellevue Dr.
Rochester, New York 14620
473-2200

MONROE COMMUNITY HOSPITAL
435 E. Henrietta Rd.
Rochester, New York 14620
473-4080

PARK AVENUE HOSPITAL
789 Park Ave.
Rochester, New York 14607
271-5050

ROCHESTER GENERAL HOSPITAL
1425 Portland Ave.
Rochester, New York 14621
266-4000

ROCHESTER STATE HOSPITAL
1600 South Ave.
Rochester, New York 14620
473-3230

ST. MARY'S HOSPITAL
89 Genesee St.
Rochester, New York 14611
328-3300

STRONG MEMORIAL HOSPITAL
260 Crittenden Blvd.
Rochester, New York 14642
275-2121

MONROE COUNTY DEPT.
OF HEALTH
111 Westfall Rd.
Rochester, New York 14620
442-4000

COMMUNITY DIAGNOSTIC CLINIC
Al Sigl Center
1000 Elmwood Ave.
Rochester, New York 14620
442-4100

COMMUNITY MENTAL
HEALTH CENTER
Strong Memorial Hospital
260 Crittenden Blvd.
Rochester, New York 14642
275-3068

EASTMAN DENTAL CLINIC
800 Main St. E.
Rochester, New York 14605
454-7720

ROCHESTER MENTAL
HEALTH CENTER
1425 Portland Ave.
Rochester, New York 14621
544-5220

U. S. VETERANS
ADMINISTRATION
39 State St.
Rochester, New York 14608
546-4900

GENESEE HEALTH SERVICE
220 Alexander St.
Rochester, New York 14607
263-6115

ROCHESTER NEIGHBORHOOD
HEALTH CENTER
30 Vienna St.
Rochester, New York 14605
275-4821

THIRD WARD NEIGHBORHOOD
HEALTH CENTER
42 S. Washington St.
Rochester, New York 14608
325-7888

ROCHESTER EYE AND
HUMAN PARTS BANK
311 Alexander St.
Rochester, New York 14604
454-7173

MONROE COUNTY PSYCHIATRIC
HOSPITAL UNIT
435 E. Henrietta Rd.
Rochester, New York 14620
473-4080 (Ext. 321)

* Ground broken for Park-Ridge Hospital.

EXHIBIT 93 – U.S. Postal Service Memorandum (S. J. Hughes) to William L. Dodson, dated 8-9-73, regarding preferential mail facility site review.

UNITED STATES POST OFFICE

BUFFALO, NY 14240

OUR REF: 806-S. J. Hughes:jec DATE: August 9, 1973

SUBJECT: Preferential Mail Facility Site Review - Rochester, New York P.O.CL:

TO: William L. Dodson
EEO Coordinator, Eastern Region
United States Postal Service
P.O. Box 8601
Philadelphia, PA 19101

The enclosed material should be added to the report of April 1973 regarding the Preferential Mail Facility at Rochester, New York which has been forwarded to your office previously.

On August 8, 1973 EEO Specialist Hughes, at the direction of the Regional Office, met in Rochester, New York with the Headquarters, Regional, District officials to finalize a selection for the preferential mail facility in Rochester.

The following were in attendance:

E. Maxwell, Logistics Division, Eastern Region
W. Finn, Postmaster, Rochester, New York
G. L. Bugen, Systems Engineering, Headquarters
G. Pollock, Systems Engineering, Headquarters
M. Donigian, Office of Program Management, Headquarters
J. L. McDonald, Office of Real Estate
M. C. Beers, Office of Real Estate

Sites 3, 5 and 6 previously reviewed in the equal employment opportunity report of April 1973 were re-examined. In addition, a new site known as Urban Development Corporation under New York State control was reviewed (a profile of the site is included in this report and should be attached to the report of April 1973). The consensus of opinion was that Site 5 was the most desirable from an operation--mail flow--accessibility standpoint. In addition, the condition of the site was such that no particular engineering problems were noted. The Town Supervisor of Brighton, New York, on which Site 5 is located, indicated that the town was not interested in making this site available to the Postal Service. The town board has a different opinion on making this site available and the town supervisor is not the last word in the matter. The site next most desirable was Site 6, which is approximately two (2) miles southwest of Site 5, in Henrietta New York Township.

EXHIBIT 93 — U.S. Postal Service Memorandum (S. J. Hughes) to William L. Dodson, dated 8-9-73, regarding preferential mail facility site review.

The team agreed that if Site 5 could not be obtained in a reasonable length of time, acquisition of Site 6 would be made. The Real Estate Branch would attempt to procure Site 5 and failing that, would procure Site 6 which is available.

Supplemental Information: The reservations made in the Preferential Mail Facility report of April 1973 pointed out that the Township of Brighton had no low income housing available; was of a high per capita income and would respond with reservations if lower level postal employees moved into the area. Information was obtained at this meeting to indicate that since the report of April 1973, the township now has low income rental housing available (Gleason Estates). In addition to this, the Urban Development Corporation under the State of New York has obtained tracts of land where low income housing will be developed in the township. The reservations noted in the April report regarding lower level employees relocating in the area no longer exist. In view of this information, the EEO Specialist concurred with the team selection of Site 5 for primary consideration. It should be noted that Site 6, although two miles from Site 5, is in the township of Henrietta, which from the equal employment opportunity profile, shows that the per capita, housing and relocation of lower level employees is acceptable and positive.

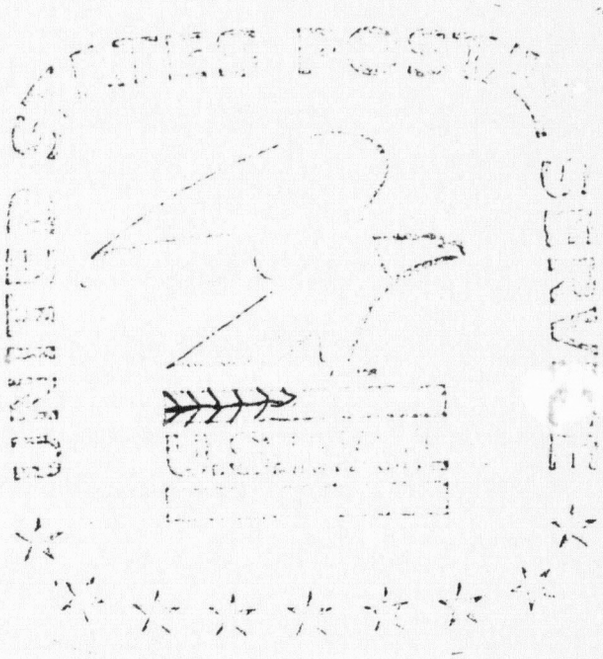
Urban Development Corporation Site - The site is presently owned and being developed by the UDC, State of New York. It is located in the northeast section in the City of Rochester, bounded by Lexington and Emerson Avenues and Lee Road, with two lots available of 50 acres each. Site ground is filled, level and ready for construction. Utilities and bus transportation has already been established. The disadvantage of the site as determined by the team is primarily its location and accessibility to the present and anticipated mail transportation flow. A review of the profile of this area in the city in the equal employment opportunity report does not show a large concentration of postal employees nor minority residents.

S. J. HUGHES
EEO Specialist
P.O. Box 15
Buffalo, NY 14240

BEST COPY AVAILABLE

EXHIBIT 94 – U.S. Postal Service specifications for new facility, dated 4-10-73.

FUNCTIONAL DESIGN SPECIFICATIONS
FOR
UNITED STATES POST OFFICE
AND
VEHICLE MAINTENANCE FACILITY
ROCHESTER, NEW YORK 14603
PROJECT NO. 68453



SYSTEMS ENGINEERING & DESIGN DIVISION
[illegible]
U. S. POSTAL SERVICE
WASHINGTON, D. C. 20260
APRIL 10, 1973

EXHIBIT 94 — U.S. Postal Service specifications for new facility, dated 4-10-73.

GENERAL PLANNING ASSUMPTIONS
ROCHESTER, NEW YORK PMC

1. The Rochester, New York Major Facility will function as a Preferential Mail Center (PMC) serving the area consisting of TPO, (SCF) Elmira, New York, Bulk Network (Thru ASF Buffalo, New York) and local associate offices.

2. This PMC will perform all distribution which consists of:

   a. The processing of all classes of originating mail columes for its service area; and to the other PMC's.

   b. Will process turnaround and all destinating volumes for its service area.

3. Will act as a Bulk Transfer Post Office (BTPO) for originating and destinating bulk mails for the Rochester, New York, Elmira, New York (SCF), through its assignment with the Buffalo, New York (ASF) with the assumption that Pittsburgh, Pennsylvania is the Bulk Mail Center.

4. Serves the main post office providing centralized distribution (all classes, finance, and lock box service for the Rochester, New York Postal District.

5. Serve as a carrier unit for 160 carriers (10 year) 208 carriers (20 year) as its own associate office of the PMC.

6. A replacement vehicle maintenance facility housing government-owned vehicles assigned to Rochester, New York and its perimeter offices.

7. Facilities affected:

   *A. Main Post Office with 194,122 square feet and an estimated space of 25,000 square feet to be retained.

   B. VMF - not to be retained as a new one will be at the Rochester, New York PMC.

   C. Parcel Post Annex Building lease to expire and facilities to be transferred to bew facility.

*Finance and lock box service in these areas will have to be elevated by District Customer Service personnel to establish their needs, then proceed accordingly.

EXHIBIT 94 — U.S. Postal Service specifications for new facility, dated 4-10-73.

TABLE OF CONTENTS

SECTION	TITLE
1	GENERAL INFORMATION
2	SITE REQUIREMENTS
3	GENERAL BUILDING CRITERIA
4	STRUCTURAL CRITERIA
5	PLUMBING SYSTEMS
6	PROTECTION SYSTEMS
7	HEATING, VENTILATION AND AIR CONDITIONING
8	SPECIAL MECHANICAL EQUIPMENT
9	ELECTRICAL SITE REQUIREMENTS
10	ELECTRICAL DISTRIBUTION
11	SPECIFIC POWER REQUIREMENTS
12	COMMUNICATIONS
13	VEHICLE MAINTENANCE FACILITY
14	DESCRIPTION OF MAIL PROCESSING SYSTEMS

EXHIBIT 94 — U.S. Postal Service specifications for new facility, dated 4-10-73.

SECTION I
GENERAL INFORMATION

1:1 PROJECT DESCRIPTION

A. This project is to be known as "United States Post Office and Vehicle Maintenance Facility", Rochester, New York.

B. Based on current planning data the total required net area of the post office building is approximately 270,312 square feet plus 24,570 square feet of platforms. It is also estimated that approximately 27,500 square feet of area could be required for mechanical and electrical equipment rooms and fan plant areas. The total gross area of the post office building will be approximately 354,345 square feet plus platforms, office, support, mechanical and electrical equipment rooms and fan plant areas as required.

C. It is estimated that the site required for this facility is to contain approximately 36.1 acres.

D. A modified Vehicle Maintenance Facility will be provided. The approximate total gross area of the VMF (excluding indoor parking) to be 37,800 square feet indoor parking is approximately 16,000 square feet.

Instructions for the VMF have been established from "Criteria, Suggested Plans, and Specifications for VMF's." Issued by:

Office of Fleet Maintenance, Customer Services Branch, and Systems Engineering Design Branch, Process Engineering Division dated March 2, 1973.

See Section 1:5 #N for specific requirements.

E. The building, platform and parking should satisfy 10 year space requirements, (Office section 20 year). These elements, however, should also be designed so they can be readily expanded to satisfy the 20 year space requirements.

1:2 PARKING AND BUILDING SPACE REQUIREMENTS

This information is shown in Section 1:5 and on Drawings MEEPS-1-1, MEEPS-1-2. Dimensions indicated satisfy the functional requirements for this project. Dimensions may be modified, if necessary, if they will satisfy the functional requirements for this project.

EXHIBIT 94 — U.S. Postal Service specifications for new facility, dated 4-10-73.

1:3 OPERATING AND MAINTENANCE INSTRUCTIONS AND MANUALS

Adequate training, operating and maintenance manuals shall be provided so that postal employees can operate and maintain mechanical and electrical equipment in the facility.

1:4 FALLOUT SHELTER PROTECTION

Fallout shelter protection shall be designed in accordance with the latest design and analysis.

1:5 BUILDING SPACE AND PARKING REQUIREMENTS

A. Area Recapitulation

Space	1986 Approx. Net Area (Square Feet)
Offices	18,770
Lobbies (To be reflected by Cust. Svcs.)	2,606
Locker and Lunch Rooms	20,422
Support Area	27,697
Workroom Area	200,812
Building Net Building	270,312*
Platform	24,570
Approx. Net Building & Platform Area	294,882*
VMF	22,750

*Does not include area of lookout galleries, mechanical and electrical equipment rooms, enclosed parking areas and fan plant areas as required.

B. Approximate Site Required - 36.1 Acres

C. Total Vehicle Parking Requirements

	No. of Vehicles 10 yrs.	20 yrs.
Tractors (Enclosed Parking)	2	3
Trailers	5	7
Trucks (1 Ton & Over) Enclosed Parking	38	48
Motorized Carrier & Delivery Vehicles (Under 1 Ton) (Enclosed Parking)	160*	208*
Contract Trailers	8	11
Official Cars	30	35
Employees	972	1070
Lobby Service	35	38
Firm Mailers	5	7

*Combined Indoor Parking and Loading.

EXHIBIT 94 — U.S. Postal Service specifications for new facility, dated 4-10-73.

D. OFFICE SPACE REQUIREMENTS

OFFICES	NO. OF EMPLOYEES ON DUTY BASIC	NO. OF EMPLOYEES ON DUTY 1986	SQ. FT. BASIC	SQ. FT. 1986
Postmaster	1	1	* 205	* ~~205~~ 180
Secretary	1	2	200	130 ~~200~~
Conference Room	16	16	295	295
Mail Processing Manager	1	1	150	150
Mail Processing Off.	1	1	125	125
Secretary	1	2	110	170
General Office	15	20	1125	1500
Customer Services Mgr.	1	1	150	150
Administration Officer	1	1	125	125
Secretary	1	2	110	170
General Office	10	15	750	1125
Support Manager	1	1	150	150
P. D. Controller	1	1	125	125
Secretary	1	2	110	170
General Office	11	23	825	1725
Employee Relations Manager	1	1	150	150
Supt. Emp. and Services	1	1	125	125
Secretary	1	2	110	170
General Office	6	12	450	900
Personnel Ser. Ctr.	-	-	500	500
Civil Ser. Examination Room	55	55	1215	1215
Training Room	100	100	2025	2025
District Manager	1	1	* 205	* 205
Staff	5	5	600	600
Secretary & Recpt.	2	3	125	200
Clerks, Gen.	-	4	-	300
Conference Room	16	16	295	295
Supplies, Files, Etc.	-	-	300	400
Credit Union	2	3	200	260
Postal Inspectors	-	-	-	-
Supplies, Files, Etc.	-	-	300	400
Insp. Depredation	2	2	150	300
Insp. Fraud	1	1	150	150
Miscellaneous	1	2	150	300
Recpt., Clerk	2	2	110	170
Invest. Aides	1	2	75	150
Toilet, Closet & Lookout Entrance	-	-	-	60

EXHIBIT 94 — U.S. Postal Service specifications for new facility, dated 4-10-73.

	NO. OF EMPLOYEES		SQ. FT.	
	BASIC	1986	BASIC	1986
Security Space (35 Complement)	-	-	-	-
Officer in Charge	-	-	150	150
General Office	4	4	300	300
Security & Supply Room	-	-	250	250
Locker Room (Male 180'-Female 30*)	-	-	210	210
Lunch Room	-	-	150	150
Sub Total	70	114	12,950	16,320
Contingency 15%			1,945	2,450
Total			14,895	18,770

*Includes 30' for toilets.

EXHIBIT 94 — U.S. Postal Service specifications for new facility, dated 4-10-73.

LOBBIES	10 YEAR REQUIREMENTS
Lock Box Lobby	1750 sq. ft.
Service Lobby	756 sq. ft.
Public Service Area	100 sq. ft.
Total	2606 sq. ft.

BOX LOBBY	LENGTH (INCHES)
Lock Box Lobby	125 x 14
Service Lobby	54 x 14
2 - 4' Doors	96
1 Self Service Postal Unit	288
3 - 1575-A Drop Units	72
1 - Call Window	60

LOCK BOXES AND DRAWERS

Size	Existing	Basic	10 Yrs.
No. 1	942	600	720
No. 2	240	168	200
No. 3	172	146	190
No. 4	30	96	116
No. 5	-	6	12
		1016	1238

LOCK BOX SCHEDULE - 10 YR. REQUIREMENTS

Unit Combinations			No. of Boxes & Drawer Sizes					Length
Quantity	Upper	Lower	1	2	3	4	5	
6	1501	1506	180	-	36	-	12	144
12	1501	1507	360	-	24	48	-	288
6	1501	1510	180	-	60	-	-	144
8	1502	1507	-	128	16	32	-	192
9	1503	1507	-	72	54	96	-	216
Total 10 Years			720	200	190	116	12	1500

EXHIBIT 94 — U.S. Postal Service specifications for new facility, dated 4-10-73.

F. SERVICE LOBBY	BASIC	10 YEARS
Work Stations Required (All Stations shall have scales)	8	10

RECAP - 10 YEAR - NET	DIM.		AREA
Lock Box Lobby	14 x 125	=	1750.
Service Lobby	14 x 54	=	756
Public Service Area		=	100
Total			2606
Boxes and Space Behind	6 x 125	=	750
Counter & Space Behind	14 x 54	=	756
Firm Call Storage		=	450
Total			4562 sq. ft.

EXHIBIT 94 — U.S. Postal Service specifications for new facility, dated 4-10-73.

C. EMPLOYEE FACILITIES - WORKROOM - 10 YEAR

Employee Information		Total Number
Employees Requiring Lockers	Male	1800
	Female	295
	Supervisor-Male	111
	Supervisor - Female	5
Employees On Duty at Peak Occupancy	Male	700
	Female	205
	Supervisor-Male	65
	Supervisor-Female	2
Maximum Number of Employees Using Lunchroom at One Time		320
Vending Machines Required in Lunchroom		30
Contract Drivers	Maximum No. Using Contract Driver Room at One Time	10
	Maximum No. at Platform at One Time	12

(NOTE: Also see Section "L" and "M" Employee Information)

EMPLOYEE FACILITIES	AREA SQ. FT. 10 YEARS
Male Locker Room	10,800
Female Locker Room	* 1,950
Supervisor - Male	666
Supervisor - Female	30
Employee Lunch Room	5,120
Employee Lounge	1,256
Room for Contract Drivers 1/	150
3 Satellite Vending Areas @ 150 sq. ft. each	450
Total	20,422 Net

* 3 Cots

1/ With access from truck platform. Also provide toilet facilities for both male and female drivers adjacent to contract drivers room.

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H. GENERAL SUPPORT AREAS - 10 YRS.	NET AREA SQ. FT.
All Purpose Vault	200
Custodian Accountable Paper	250
Wholesale Stamps	100
MISCELLANEOUS	
Stamped Envelopes	1270
Postal Supplies	1630
Postal Records	690
Postal Equipment	3570
Mail Bag Storage	3000
Medical Unit (Type A)	1200
Platform Accept. & Weighers	640
SSPU Tech. (3)	180
Letter Sorting Conveyor - Training Room	1280
Intensive Schedule Study Room	450
VESTIBULES	
1 - 25' x 12'	300
1 - 20' x 12'	240
1 - 25' x 12'	600
4 - 20' x 12'	960
MECHANIZATION AND MAINTENANCE SUPPORT	
Office - Postal Plt. Eng. or Bldg. Supt.	300
Office p 2 Supt. (Mail Proc. & Bldg. Equipt).	200
Office - Supt. Mech. and Maintenance	250
Office - Supt. Bldg. Services	200
Office - Maintenance Control and Supv.	1200
Stock Room - Parts, Tools, Etc.	2700
Shop - General Repair	2000
Shop - Postal Machine Repair	600
Shop - Paint	400
Janitors Closet & Custodial Supplies	1500
Building Grounds Equipment	400
Trash Room (Compactor)	-
Battery Room*	837
Training Room	400
Satellite Shop	150
	27,697 sq. ft. net

*3-12 volt chargers and 2-36 volt chargers in Battery Room.

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J. OTHER WORKROOM AREAS - 10 YR.

	NET AREA SQ. FT.
Registry Dispatch Cage	1100
Platform Supervisors (2)	150
Vehicle Dispatcher (344.3) P.O.D. 37	250
Workroom Supervisors (5)	375
Tour Superintendent - 3 @ 160	480
Rewrap - (2400.2) P.O.D. 37	420
Mail Gram Room	300
PSDS (Previous Pages)	2615
	5690 sq. ft.

K. PLATFORM REQUIREMENTS

Platform	Net 10 Year Requirements
30" Dock	18
42" Dock	29
50" Dock	16
Platform Depth	35'-0"

Lengths for above - 10 year net

30" - 162'
42" - 348'
50" - 192'
Total 702'

Provide 1 scale 12,500 lbs. near platform accept on 30" Dock.

Provide 1 Dock Leveler @ 42" Dock.

Provide 1 Dock Leveler @ 50" Dock.

Removable trash container is to be located at end of 30" platform (compactor).

Provide steps and ramps as required.

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L. EMPLOYEES REQUIRING LOCKERS

SECTION	Number of Employees	10 Years
WINDOW CLERKS BOX AND REGISTRY SECTION	Male	34
	Female	4
	Supv. - Male	6
	Supv. - Female	
OUTGOING LETTERS	Male	728
	Female	100
	Supv. - Male	32
	Supv. - Female	2
OUTGOING PAPERS	Male	60
	Female	26
	Supv. - Male	8
	Supv. - Female	
OUTGOING PARCEL POST	Male	6
	Female	4
	Supv. - Male	2
	Supv. - Female	
CITY LETTERS	Male	590
	Female	78
	Supv. - Male	22
	Supv. - Female	2
CITY PAPERS	Male	80
	Female	47
	Supv. - Male	10
	Supv. - Female	1
CITY PARCEL POST	Male	85
	Female	7
	Supv. - Male	10
	Supv. - Female	
CARRIER SECTION	Male	115
	Female	30
	Supv. - Male	15
	Supv. - Female	
PLATFORM UNIT	Male	100
	Female	
	Supv. - Male	7
	Supv. - Female	
TOTAL -		2,211-10 years

Maximum No. of employees using Lunchroom - 320 - 10 yrs.
Vending machines required in Lunchroom - 30 - 10 yrs.
Maximum No. in contract driver room - 10 - 10 yrs.
Maximum No. at contract drivers at platform 12- 10 yrs.

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M. TOILET ROOM REQUIREMENTS

SECTION	Peak Hour	Number of Employees 10 Years	
WINDOW CLERKS BOX & REGISTRY SECTION	0900	Male	17
		Female	2
		Supv. - Male	4
		Supv. - Female	
OUTGOING LETTERS	1900	Male	230
		Female	80
		Supv. - Male	23
		Supv. - Female	1
OUTGOING PAPERS	1500	Male	24
		Female	20
		Supv. - Male	5
		Supv. - Female	
OUTGOING PARCEL POST	2100	Male	3
		Female	2
		Supv. - Male	1
		Supv. - Female	
CITY LETTERS	0600	Male	200
		Female	61
		Supv. - Male	12
		Supv. - Female	1
CITY PAPERS	1500	Male	38
		Female	25
		Supv. - Male	6
		Supv. - Female	
CITY PARCEL POST	0500	Male	25
		Female	5
		Supv. - Male	7
		Supv. - Female	
CARRIER SECTIOM	0800	Male	123
		Female	10
		Supv. - Male	5
		Supv. - Female	
PLATFORM UNIT	1500	Male	40
		Female	
		Supv. - Male	2
		Supv. - Female	
TOTAL			972 - 10 Yrs.

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N. MODIFICATIONS TO STANDARD DESIGN

The VMF Modifications mentioned in 1:1 Section D is established from "Criteria, Suggested Plans and Specifications for VMF's" dated March 2, 1973. Use this Criteria and Drawing Number 1, Type 1, dated October 26, 1972.

O. VMF - SPACE REQUIREMENTS - 10 YEAR NET

1. Maintenance

	No.	Sq. Ft.
Gen. Repair Bays	19	9,500
Body Shop	1	1,200
Paint Shop	1	1,200
Wash Rack	1	1,200
		13,100 Total

2. Support Area

	Sq. Ft.
Stock & Tool Room Incl. 200 sq. ft. office	2,400
Battery Room	150
Tire Repair	600
Equipment Storage	500
Training Room	800
Junk Room	250
Jan. Closet	50
	4,750 Total

3. Administrative

	Employees	Sq. Ft.
General Office	7	700
Veh. Mgr.	1	150
Ass't. Mgr's.	2	200 (2 offices 100 sq. ft. each)
Foreman/Dispatch	5	200 (2 offices 100 sq. ft. each)
Mech./Gar. Swing & Lock	41	800
		2,050 Total

Net Total - 19,800 sq. ft.

4. 10 Year Requirements

Lifts Required	10
No. of Gas Tanks	2
Capacity each Tank	5,000 gal.
No. of Gas Pumps	2
No. of Diesel Tanks	1
Capacity each Tank	5,000 gal.
No. of Diesel Pumps	1
Oil Storage	2 - 550 gal. capacity
Waste Oil	550 gal. capacity

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5. Drive through truck washer should be located just inside of entrance to indoor parking area. A canopy is required over outdoor Galoline Island. Indoor storage is justified at Rochester, New York because this area is in the heart of the snow belt area and meets all climatological factors prescribed.

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SECTION 2

SITE REQUIREMENTS

2:1 PARKING AND MANEUVERING AREAS

Patron vehicle parking areas and entrances and exits shall be separated from postal maneuvering and parking areas and other vehicle entrances and exits intended for Government and post office employee vehicles.

2:2 VEHICLE ENTRANCES AND EXITS

Vehicle entrances and exits shall be provided to permit safe and adequate access to, and egress from the Post Office site. The entrances and exits for postal vehicles shall be adequate for tractor-trailer trucks.

2:3 PAVING

Driveways, parking and maneuvering areas must be constructed with a wearing surface of concrete or asphaltic concrete. The pavement shall be adequate to meet local conditions, traffic frequency, climatic changes and anticipated axle loads. It is desirable that the minimum grades be provided in the parking and maneuvering areas. However, the grades should be sufficient to provide adequate drainage of these areas.

2:4 CONCRETE APRON

A portland cement concrete apron shall be provided in front of the mailing platform for truck parking and maneuvering.

2:5 PAVEMENT MARKING AND TRAFFIC SIGNS

Parking stripes and traffic marks, signs and designations as required will be painted on the pavement. All parking spaces will be marked on the pavement. Traffic signs shall be provided as required.

2:6 PARKING SPACES FOR HANDICAPPED PATRONS AND EMPLOYEES

Parking spaces shall be provided for handicapped patrons near the public lobby entrance. These parking spaces should be properly marked to indicate that they are reserved for handicapped patrons. If applicable, a ramp should be provided from the patrons parking space to the walk outside the lobby entrance so that handicapped patrons in wheel chairs can readily enter the lobby from the park-

ing area. Similar provisions shall also be made for handicapped employees.

2:7 WALKS AND CURBS

Curbs will be constructed of concrete and pitched to drain.

2:8 LANDSCAPING

Unpaved areas of the site are to be landscaped if required.

2:9 SECURITY

Following are guidelines for the incorporation of postal security features. Properly adapted to local conditions, insofar as possible, they will facilitate the establishment and maintenance of an acceptable level of security.

a. Perimeter Security Fence - This fence should follow the property line around the entire site with the exception of customer parking areas and public entrances. The fence at these points should abut the building on both sides of the public area. Where practical, the fence should lie in straight lines with a clear zone at least 6 ft. wide on either side. Access gates should be limited to those necessary for efficient operation of the facility.

Chain link fencing, including gates, is preferred and should be constructed with a minimum of No. 11 gauge wire, at least 8 ft. high, with mesh openings not over 2 in. per side. The fence should reach ground level on a hard surface or be installed to prevent loss of security when shifting soil is present. To carry out the architectural concept or comply with local ordinances, other types of fences or walls may be substituted, providing they are equally non-scalable and effective in preventing removal of mail or government property.

b. Fence Top Guard - A fence top guard, designed to prevent scaling and to reduce the possibility of passing postal matter over the fence, is deemed to be an additional safeguard. It is suggested that this top guard be of standard, double strand, twisted, No. 12 gauge wire, with four point barbs closely spaced. The overhang facing outward and upward at a 45 degree angle may be mounted on steel supporting arms affixed to the top of fence posts or set in concrete, appropriately spaced to prevent sagging or bowing. The supporting arms should be of sufficient length to increase the

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overall height of the fence by at least one foot and carry at least three strands of barbed wire.

c. Guard Houses - At a facility where a Security Force complement is to be assigned, guard houses should be installed at every gate opening in the fence that will be used on a 24 hour a day basis. Normally, these would be truck entrances and the employees' parking lot entrance. Suitable gates should be installed to maintain perimeter security. The guard houses should be placed in the center of the opening where there are double gates at vehicle entrances. At employees' pedestrian entrances, the guard house will be the control point for inspection of passes and parcels. If practical, pipe railings, or other barriers to form lanes for pedestrian traffic control, should be provided.

d. Employee Parking Areas - If employee parking areas cannot be located so they are not contiguous to the building, loading docks, maneuvering areas or other mail handling areas, the employees' lot should be separated from the working areas by a secondary fence. Protective wire mesh screening may be installed over the building's windows if the lot is adjacent to workroom areas. The secondary fencing is not necessary if the parking lot is far removed from the building and a suitable perimeter security system can be maintained at the facility entrance.

2:10 DRAINAGE

Adequate and prompt drainage shall be provided from the site.

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SECTION 3

GENERAL BUILDING CRITERIA

3:1 WORKROOM AND WORKROOM SUPPORT AREA OF POST OFFICE BUILDING

The building walls should be protected from damage by vehicles in the workroom, mailing platform, and in adjacent paved areas.

3:2 CEILING HEIGHTS AND CLEARANCES

The ceiling heights in the public lobbies should be adequate for lookout gallery observation units, but not less than 12 feet, and the ceiling height in the office section adjacent to the lobbies should be not less than 10 feet. The vertical unobstructed clearance above the workroom floor should be at least 18 feet to satisfy mechanization requirements except as noted herein or otherwise approved. The light fixtures supported from the roof should not be located lower than the lookout gallery observation units unless approved and the clearance under lookout galleries should be as required.

3:3 COLUMN LOCATIONS

Suggested column locations are shown on systems layout drawing. The column locations have been shown to facilitate equipment layout. If it can be established that other column locations are preferable and will not adversely affect postal operations or furniture layout in the building, these locations may be utilized.

3:4 ROOF ACCESS

Walkways should be provided to roof mounted equipment.

3:5 INTERIOR WALLS

Interior partitions enclosing the workroom shall be constructed of masonry or other materials of like durability. Other interior walls may be fabricated from masonry units, steel studs with an applied surface, or prefabricated systems. The type of partition systems selected shall have minimum acoustic attenuation of 35d and greater where it is necessary that machine noise be attenuated. The walls will be sufficiently durable to withstand the room's intended usage.

3:6 CEILINGS

A. Lobbies and office ceiling shall be finished with an acoustic surface, plaster, or other suitable finish. Toilets will have a smooth hard finish to provide a sanitary surface for easy maintenance. If ceilings are suspended, the applied materials will be securely fastened by mechanical devices. Under no circumstances

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should [illegible] ceilings or egg crate ceilings be permitted anywhere in the project.

B. A ceiling should not be provided in the workroom unless required by the applicable building code.

C. Acoustical tiles or panels should have a low flame spread rating and smoke development rating.

3:7 STEPS

Steps at the public entrance are not permitted. Provide easy level access of wheel chairs to the entrance lobby, or to a secondary entrance, or access by means of a ramp with slope not greater than 1 foot in 12 feet.

3:8 MAILING PLATFORM

The mailing platform shall be concrete with a steel trowel and lightly broom finished surface. Platforms that are not enclosed should slope away from the building. Platforms should be provided with a bumper to prevent damage from vehicles. The mailing platform roof shall extend beyond the face of the platform approximately 10'-0" and the roof construction should provide at least 12'-0" clearance above the top of the platform. Mailing platform columns should be steel pipe and set back at least 18" from the face of open platforms.

3:9 LOOKOUT GALLERIES

Lookout galleries, breakouts and observation units should be provided.

3:10 VAULT

The vault ceiling shall be at least 8'-0" above the floor. A wire mesh partition shall be provided in the vault. The vault construction shall provide security and fire protection equal to or greater than that provided by 12" thick reinforced concrete walls and a 12" thick, 2-way reinforced concrete ceiling slab.

3:11 EXTERIOR DOORS

A. The employee doors shall be adequate to permit orderly access and egress of employees during change of shifts without causing congestion in the building. Sufficient employee exits adjacent to employee parking areas should be provided to permit the orderly egress of 125% of peak employee population from the building within a ten minute period.

B. The size and arrangement preferred should be similar to the typical shown in Interim Standard S-75-21.

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3:12 LUNCH ROOM

A lunch room will be provided in lieu of a cafeteria. Provide drain pipes for vending machine area.

3:13 FLOORS

Workroom floor finish shall be 1/2" thick industrial asphalt plank or 3/16" asphalt asbestos similar to Super Tuff-Tex as manufactured by Flintkote.

3:14 ENCLOSED VEHICLE PARKING AREA

The covered vehicle parking area indicated on the drawings should be enclosed with louvered walls so that adequate natural ventilation of the enclosed parking area is provided. The concrete floor slab shall be heated so that in cold weather the temperature of the floor slab surface can be maintained at approximately 70°F under still air conditions. Floor drains shall be provided in the parking area.

3:15 DEDICATION PLAQUES

The following inscription shall appear on the dedication plaques that are to be installed in all newly acquired postal-owned or leased buildings:

THIS BUILDING
DEDICATED TO
PUBLIC SERVICE
1972 (YEAR OF DEDICATION)
RICHARD NIXON
PRESIDENT OF THE UNITED STATES
E. T. KLASSEN
POSTMASTER GENERAL

This plaque will be furnished by the Postal Service in accordance with Postal Specification No. 10-43-PS-3 dated March 6, 1972 and will be made of cast aluminum. Installation will be made by the contractor.

3:16 OFFICIAL SEAL

The official seal will be furnished by the Postal Service and will be available in accordance with Postal Service Specification No. 10-43-PS-2C dated April 6, 1971. This seal will be available in 24 inch and 36 inch diameters made from cast bronze or aluminum. Installation will be made by the contractor.

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SECTION 4

STRUCTURAL CRITERIA

4:1 LIVE LOADING

The following live loads will be used to insure compatibility with the mail handling process in the following areas of the structure(s).

Workroom and Support Areas (Machine Shop, etc.)---------150 psf
Toilet Rooms, Locker Rooms, etc. ---------- 75 psf
Mezzanine floor (or more as required for Mechanical Equipment - by analysis)----------125 psf
Office and Lobby ----------100 psf
Light Storage ----------125 psf
Heavy Storage (Mailbag storage, etc.) ----------250 psf

4:2 MECHANIZATION LOADING

Floor supported non-fixed mail processing equipment is planned for this facility. The live load of 150 pounds per square foot, as noted above, is adequate for all mechanization loading.

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SECTION 5

PLUMBING SYSTEMS

5:1 GENERAL

Plumbing systems criteria consist of sanitary and storm water drainage, domestic hot and cold water service and fixtures, gas, oil and other related utility piping. The general criteria for the design of these systems will be supported by good industrial design and engineering practices. Individual functional criteria and descriptions are given in the following paragraphs of this section.

5:2 FUNCTIONAL DESIGN CRITERIA

5:2:1 DOMESTIC HOT WATER

The domestic hot water quantity involving heater and storage capacity will be based on the occupancy shown in the Functional Design Specifications and the following criteria whenever called for:

Lavatories at 2 gallons/hour each
Showers at 15 gallons/hour each
Cafeteria - seats at 1 gallon/hour each (when required)

5:2:2 BUILDING STORM DRAINAGE SYSTEM

A. The storm drainage system design will be governed by the proper selection of Rainfall Rate Charts published by United States Department of Commerce Technical Paper No. 40 to provide an economic minimum of interruption of postal service and maneuvering areas and avoid damage from flooding.

B. A separate storm sewer shall run from the building to the main in street, road or a drainage ditch in close proximity of the property line whichever is available and applicable to serve the facility. Where limitations are placed on the flow rate in utility service main, the roof drainage system shall function so as not to impose a flooding or loading condition on the maneuvering areas.

C. Where combination sewers are provided, storm and sanitary drains shall be kept separate within the site and joined at property line with back-flow prevention.

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5:2:3 BUILDING SANITARY SEWER SYSTEM

The building sanitary sewer system design will be based on the occupancy shown in the Functional Design Specifications and the following (with drinking fountains spaced for not more than 100 foot travel from any work station, and service sink in each janitors closet):

Lavatories at 2-fixture units each
Water closets at 8-fixture units each
Urinals at 4-fixture units each
Drinking fountains at 0.5 fixture units each
Service sink at 3-fixture units each

5:3 SYSTEM DESCRIPTION

5:3:1 GENERAL

In general the work will include the following systems and equipment:

Sanitary soil, waste and vent systems
Roof drains, rain conductors and storm drainage system
Domestic cold water system
Domestic hot water system including storage waterheater(s) and circulating pumps
Plumbing fixtures, floor drains and hose bibbs
Compressed air system for automation equipment and shops.

5:3:2 DOMESTIC WATER SYSTEMS

Adequate hot and cold running water systems shall be provided. Where metering rates of cold water are in combination with drainage, the design shall reflect separate metering for such items as cooling towers and lawn sprinkling to obtain the most economical rate structure. Central hot water systems shall be provided with recirculation where distance from heating source exceeds 100 lineal feet.

5:3:3 FLOOR DRAINS

Floor drains will be provided in all mechanical rooms, equipment rooms and toilet rooms. Backflow prevention shall be provided where necessary.

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SECTION 6

PROTECTION SYSTEMS

6:1 FIRE PROTECTION

6:1:1 AUTOMATIC FIRE SPRINKLER SYSTEM

Areas are to be sprinkled in accordance with Post Office Department Headquarters Circular "Fire Protection Criteria 69-30" dated August 11, 1969.

The enunciating panel for the fire protection system shall be located in the vicinity of the central control panel accessible at all times during building occupancy.

6:1:2 OTHER FIRE PROTECTION REQUIREMENTS

In addition to the above and any fire hose system, smoke and heat detectors, fire alarms and fire dampers, provide the following minimum of portable fire extinguishers:

One 10-pound multi-purpose dry chemical for each 5,000 sq. ft. of floor space.
One 10-pound carbon dioxide for each 2,500 sq. ft. of floor space in mechanical and electrical equipment rooms and in interior parking and maneuvering areas.

6:2 SECURITY

All openings in the exterior surfaces of the building large enough to permit bodily entry, such as outside air intakes, air relief openings, exhaust openings, etc., shall be provided with security bars or grilles. This shall apply to openings in exterior walls and roof and shall be arranged to deter burglary entry into the building at these points whether connected to duct work or not.

6:3 SAFETY

Guard rails, covers, screens or similar protective devices shall be provided around moving mechanical equipment where danger to human safety is involved also around equipment subject to excessive heat where danger from burns could be encountered.

6:4 FEDERAL REGULATIONS

Those portions of the "Occupational Safety and Health Standards" as published in the Federal Register-Vol. 36 - No. 105 dated May 29, 1971 that are applicable to Postal Facilities shall be followed.

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SECTION 7

HEATING, VENTILATION, AND AIR CONDITIONING

7:1 GENERAL

The building(s) will be served by heating, ventilation, and air conditioning mechanical systems to provide a clean, comfortable working environment with controlled air movement. Administrative office spaces will be heated and air conditioned by split systems such as perimeter baseboard heating where necessary to offset high radiant losses from exterior surfaces only, and central year-round air systems for heating and air conditioning which shall be in control at all times. The work areas will be air conditioned to a height of approximately 13' to 15' (level of lights) above the finished floor level. The primary work areas will be comfort conditioned and enclosed truck dock areas, when provided, will be spot cooled and heated. Exterior doors at enclosed truck dock areas will be protected against cold air infiltration by thermal seals at the doors and an air screen or air blanket at door opening areas or bays. Dock areas are to be considered for enclosure and heating when they comply with Paragraph 352.3 of POD Publication 37 as defined in Paragraph 362 d. This however, shall be restricted to 42" and 50" docks. Due to random use of 30" docks with varied sizes and types of vehicles, 30" docks shall not be considered for enclosure.

7:2 HEATING AND COOLING LOAD CRITERIA

7:2:1 OUTSIDE DESIGN CONDITIONS

Due to diversity of internal thermal loads as well as variances in their peak loading, weather data for outside design conditions will be based on data extracted from the latest edition of the ASHRAE Guide at not higher that the $2\frac{1}{2}$ percent design column for summer and 99 percent column for winter.

7:2:2 INSIDE DESIGN CONDITIONS

Summer:	76F dry bulb
	45% relative humidity
Winter:	72F dry bulb

Where inside humidity conditions during the winter months can fall below 20% RH, add humidity to bring to this level or to a lower level at which condensation will not form on interior surfaces of exterior walls and windows, whichever level governs.

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7:2:3 THE VENTILATION LOAD

The ventilation load will be approximately 18 to 20 percent of the total air quantity. Approximately 10 to 15 percent of the total outside air quantity will be utilized for building pressurization, the remainder being mechanically exhausted via toilet rooms, lookout galleries, battery rooms, machine shops etc. Therefore, base thermal calculations on approximately one volume change (15' ceiling height maximum) plus mechanical exhaust quantities to insure this approach to a pressurization (not a negative pressure system).

7:2:4 BUILDING OCCUPANCY LOADS

Building occupancy loads will be based on the occupancy shown in Functional Design Specifications but not less than the following:

Work Areas	1 person/300 sq. ft. floor area - active (mod)
Administrative Area	1 person/150 sq. ft. floor area - sedentary

7:2:5 HEAT GAIN FROM BUILDING LIGHTING AND AUTOMATION EQUIPMENT

Heat gain from building lighting and automation equipment will be based on the lighting and other electrical loads as covered in electrical section and function interior layout but not less than the following:

Building Lighting	4 watts/sq. ft.
Fixed Mechanization when shown in functional block layout(s)	0 watts/sq. ft. for non-mechanized areas
	2 watts/sq. ft. for heavy mechanization
	1 watt/sq. ft. for light mechanization

7:3 HEATING AND COOLING SYSTEM

7:3:1 GENERAL

The year around heating and cooling plant shall be designed on the basis of providing the most economical system from both a capital investment cost and operating cost stand point combined. This could entail the use of central chillers and boilers serving multiple HVAC units or the use of multiple packaged self-contained independently operated "roof-top" type unit. In any case, systems shall be equally capable of providing the same degree of comfort, flexibility, reliability, zoning, quietness of operation and freedom from service and maintenance.

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7:3:2 CENTRAL PLANT EQUIPMENT

Where central plant equipment is selected for the facility, not less than two chillers and two boilers shall be provided, equalling the total net cooling and heating loads respectively, in order to obtain adequate reliability, flexibility and economy of operation. Such equipment can generally most economically be located (Housed) on the roof.

7:3:3 MULTIPLE PACKAGED SELF-CONTAINED PLANT

Where a multiple of packaged self-contained units, such as "Roof-top" equipment, is selected, they shall be selected to affect a zoning and control characteristic equal to the central plant system. A full compliment of components and parts shall be provided in reserve stock to affect immediate repair in the event of breakdown of any one unit in order to preserve the reliability requirement comparable to the central plant system.

7:4 AIR DISTRIBUTION SYSTEMS

7:4:1 PRIMARY WORK AREAS

The air handling system will be designed for 100 percent outside air utilization (economizer cycle) during intermediate seasons.

Spot cooling will be provided at high occupied levels. Subzoning shall be provided for Letter Sorting Machines and Multi-slide Parcel Sorters where specified.

Static pressure exhaust louvers to retain building pressurization at proper level located in parking and maneuvering walls and platform walls, will relieve excess air during the economizer cycle. Excess air will not be exhausted or relieved thru roof. Access to air handling units for maintenance purposes will be provided as such equipment can generally be located on mezzanine levels over support areas.

7:4:2 SECONDARY AREAS

Enclosed truck docks, transfer and dispatch areas and secondary spaces will be spot cooled only. Excess air when available from the primary conditioned areas will also be exhausted thru these areas in a controlled cycle arrangement. Miscellaneous areas such as lunchrooms, maintenance areas, etc., may be provided with individual air conditioning and ventilation units, zoned as required to provide maximum occupancy comfort, if unable to effectively sub-zone from work room units.

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7:4:3 ADMINISTRATION OFFICES

The administration office area system in addition will consist of perimeter finned radiation, convectors or baseboard air units located below windows and along exterior walls to eliminate down drafts and offset cold wall affect only where climatic conditions warrant. These shall be sized for no more than the transmission losses of the exterior walls and windows with modulation control provided so as not to conflict with or overide the year-round operation of the HVAC fan plant systems which shall be in control at all times.

7:5 CONTROL SYSTEMS

In general, the control system shall be completely integrated and operated from a central point through a central control panel located in Plant Engineers Office (or Building Superintendent Office if Plant Engineer Office not included). Air handling units shall be controlled each from a room, space or zone master controller permitting a full year around cycle from heating (with heating coil), natural cooling (with 100% outsider air or economizer function), refrigeration cooling (with cooling coil) and the reverse sequencing. These functions shall be interlocked with controls to effect proper on-off sequencing and pump operations. Sub-zoning shall be provided where required. Perimeter radiation or heating shall be controlled by zoned outdoor reset schedules only as space control shall be from air side only. Include all necessary safety controls.

7:6 DUCT WORK

Outside air intakes shall be ducted to air handling units and shall be sized to introduce a 100% of outside air for cooling during intermediate seasons. Return duct work shall be held to a minimum, particularly in workroom areas which space can serve most adequately as a return plenum, and should be restricted to units remotely located to areas they serve. Air from dust accumulating mechanized equipment shall be ducted through a self-cleaning type filter-fan unit(s) on a volume displacement method at not less than 15 volume air changes per hour of area involved and shall be introduced back into the conditioned space in a high diffused manner to avoid imbalance of main air distribution system and preserve thermal balance in the building.

EXHIBIT 94 — U.S. Postal Service specifications for new facility, dated 4-10-73.

SECTION 8

SPECIAL MECHANICAL EQUIPMENT

8:1 COMPRESSED AIR SYSTEM

Provide a compressed air system to serve:

a. Edger-stacker, edger-feeders, sack sorters, letter sorting machines, etc. in the work room.

b. Automatic door operators.

c. In the Mechanical - Electrical Equipment Room, Machine Shop, Paint Shop and elsewhere as dictated by service requirements.

The system shall be capable of providing free air delivery at 90 PSIG but shall be equipped with pressure reducing valves at each respective station or terminal to meet the respective service requirements and as outlined below:

Edger-Stackers/Feeders - 15 CFM (Free Air) @ 40 PSIG each
LSM equipment - 10 CFM (Free Air) @ 75 PSIG each
Sack Sorters - 25 CFM (Free Air) @ 90 PSIG each

Locate compressed air outlet(s) on nearest column(s) so as not to require an excess of 30 feet hose extension to any application.

8:2 AUTOMATIC DOOR OPERATORS

The automatic door operators shall be either electrohydraulic, pneumatic, or electrically operated. Vestibule doors shall be pull cord operated and lobby doors shall be carpet operated.

8:3 DOCK LEVELERS

Dock levelers when indicated on Functional Building Layout shall have a 6' x 10' platform size and shall be of the mechanical type.

8:4 BATTERY ROOM

The battery room, when required, shall be in accordance with POD Interim Standard 1675-10269, 1675-10270, and 1675-10271. (All sheets).

8:5 TRASH REMOVAL

Provide a 3/4" cold water Hose Bibb for cleaning area around trash compactor when indicated to be provided.

8:6 DOCK RAMP, FRONT MOUNTED, FLIP OVER TYPE

This type dock ramp shall be installed on the front face of the dock at each truck space (except at those where dock levelers are located). The ramp size shall be instructed at each different dock height.

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8:7 PLATFORM SCALE

The platform scale shall be a semi-self-contained floor scale with automatic double faced indicating dial and tare beam bars having a total capacity of 6, 250 pounds. The platform size shall be 72" x 48". The dial capacity shall be 1,000 pounds by 1 pound intervals on each face. In combination with unit weights, it shall have a total capacity of not less than 5,000 pounds. The scale shall have main and fractional tare weightbeams bars graduated to 1,000 pounds by 200 pound intervals, and 250 pounds by 1 pound intervals. The dial shall be located inside the building, in the platform acceptance room. The scale shall meet the National Bureau of Standards requirements of Handbook 44, and be sealed in accordance with local requirements.

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SECTION 9

ELECTRICAL SITE REQUIREMENTS

9:1 ELECTRICAL SERVICE

Furnish 480/277 volts, 3 phase, 4 wire solid neutral service. Service from the utility company will be underground. The utility company neutral will be bonded to the building ground grid.

9:2 EXTERIOR LIGHTING

Outdoor lighting will be provided around building perimeter, dock areas, roadways, and parking areas. The system will be designed to provide a minimum of fixtures in maneuvering and parking areas. Provide protection to post lighting in parking and maneuvering areas against vehicle damage. Outdoor lighting will provide the following minimum illuminated levels:

Parking Areas	1.5 fc
Roadway	1.5 fc
Outdoor Platforms	30 fc
Personnel Walkways	2 fc

Mercury vapor fixtures, pole mounted, will be used for general outdoor lighting. Power distribution for exterior lighting can be 480V, 3 phase, direct burial cable, except that a duct will have to be provided (5'-0" either side) when crossing under roadways or traffic areas.

9:3 SECURITY LIGHTING

A security lighting system is an important adjunct to the perimeter fence to deter mail depredation and increase the effectiveness of the security force, where such is assigned to the facility.

With proper allowance for effect on adjacent property and flying safety, when at or near an airport, the security lighting should work to the maximum disadvantage of intruders and maximum advantage of the Security Force and should illuminate up to and including the fence line, while guard posts are kept in shadow. The system will consist of a series of fixed mercury vapor luminaires arranged to flood the fence line continuously with over lapping light.

Mercury vapor lights will also be provided along the building perimeter except that no lighting will be provided over the Inspectors' entrance.

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SECTION 10

ELECTRICAL DISTRIBUTION

10:1 MAIN SWITCHGEAR

Main switchgear will be of the dead front free standing circuit breaker type, located in the switchgear room with 4'-0" minimum wall clearance. 480/277 volt, 3 phase, 4 wire service will be extended underground to main switchgear located in the building.

10:2 POWER DISTRIBUTION

Service will be distributed in the building at 480/277 volt, 3 phase, 4 wire SN except for motor loads which will be 480 volt, 3 phase, 3 wire. Where 120/208 volt service is required, it will be supplied from a 480V, 3 phase, delta connected primary: 120/208 V, 3 phase, 4 wire secondary, WYE connected, dry type transformer.

10:3 MOTOR LOADS

Building equipment motor loads will generally be served from motor control centers supplied from 480/277 volt substation. The motor control centers will be floor mounted, free standing type containing the required combination motor starters and molded case circuit breakers for the motors being served. Equipment normally furnished with motor starters, and large motors, may be served by local, separately mounted, motor starters. All motors 1/2 horsepower and larger will be 480 volts, 3 phase. All control circuits shall be limited to 120 volts to ground.

10:4 WIRING METHODS AND MATERIALS

10:4:1 WIRE AND CABLE

Conductors will be copper.

10:4:2 CONDUIT

All conduit will be installed to last a minimum of 10 years under all atmospheric conditions and corrosive influences. It will provide physical protection in all circumstances. The use of dissimilar metals throughout the system will be avoided to eliminate the possibility of Galvanic Action. Underground conduits generally will be installed under floor slabs in order to minimize problems due to settlement. Under slab conduit will be encased to form an integral part of the floor slab. All conduit will be installed to provide continuity of ground without the use of special fittings [illegible] ground.

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16:5 GROUNDING SYSTEM

A grid type ground system will be installed around the building. Each ground grid will consist of a buried loop of copper wire, not smaller than number 4/0, which encircles each area. Ground rods will be driven along this loop and a number of cross connections will be installed to connect building steel and equipment to the ground grid such that each major piece of equipment, or structure, will have common ground paths. The individual ground grids will be tied together with an inter-connecting ground wire. Building steel and conductive enclosure of electrical equipment will be connected to the ground system. Install a green ground conductor in each conduit containing a 3 phase feeder, sized and terminated in accordance with the NEC.

16:6 INTERIOR LIGHTING SYSTEM

GENERAL

The lighting systems will be 277 volt with a limited amount of 120 volt incandescent lighting in small areas seldom requiring illumination. Lighting will be provided in all interior areas. In workroom locate panels on building columns and provide guardrails for protection against damage. Interior lighting will be provided to equal the following maintained levels, based on empty spaces and in accordance with the lumen method calculations established by the Illuminating Engineering Society.

Offices	75 fc
Conference Rooms	50 fc
Mechanical Equipment Rooms	20 fc
Electrical Equipment Rooms	30 fc
Shop Areas	50 fc
Lobbies	30 fc
Mail Bag Storage	20 fc
Utility Rooms	20 fc
Mail Workrooms	50 fc
Intensive Scheme Study Rooms	100 fc

Lighting fixtures for general lighting in mail facilities workrooms will be deluxe white mercury vapor in open areas. Fixtures in support areas will be 400 MH C.W. fluorescent industrial type. Fixtures for dock areas will be color corrected mercury vapor. Office lighting will be commercial type fluorescent or mercury vapor. Incandescent will be provided only in women's restrooms. In mechanical equipment rooms use industrial type fluorescent or mercury vapor fixtures. In the workroom, provide emergency fixtures spaced approximately 70' o.c.

EXHIBIT 94 — U.S. Postal Service specifications for new facility, dated 4-10-73.

On both sides of suspended lookout galleries, provide continous rows of single lamp 40W fluorescent fixtures with metal side and top reflects similar to GSA #405 RSM. Bottom of these fixtures will be mounted flush with bottom of lookout galleries. On exterior over vault door, provide one 40W fluorescent fixture similar to GSA 405 RSM. On exterior of each vault, provide one 2-lamp fluroescent industrial fixture with switch and pilot light located near door on the exterior. In lookout gallery interiors, provide electrical service in accordance with standard drawing #SD6-105D.

In the workroom provide a localized general lighting system in the manual case sort area as outlined in USPS manual titled "Planning And Installation Manual-Localized Lighting and Power System-June 1972".

10:7 CONTROLLED SWITCHING

In workroom area, all lights will be switched from lighting panels so located that all lights switched will be in sight of panel. Provide alternate row switching per circuit; i.e., one row per circuit. Lights in all offices, corridors, support areas, mechanical equipment and storage rooms will be controlled from wall switches located in the immediate areas. When a room has more than one entrance, provide switching at 2 entrances. Lights on mailing platforms will be controlled from wall switches located in mailing vestibules.

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SECTION 11

SPECIFIC POWER REQUIREMENTS

11:1 SPECIAL POWER REQUIREMENTS

In the battery room provide 120/208 volt Y, 3 phase, 4 wire, SN service to a circuit breaker disconnect located on wall where it does not interfere with battery rack locations. Provide 120 volt, 20 ampere convenience outlets spaced 10'-0" o.c. at 48" above finished floor. Provide for 4-12 volt and 3-36 volt battery chargers. For each 12 volt battery charger, provide one 208 volt, single phase, fused disconnect for a connected load of 13 amperes; for each 36 volt battery charger provide a 208 volt, three phase disconnect for a connected load of 25 amperes. Provide 208 volt, single phase, grounded shell, 30 ampere, 2 pole, 2 wire Ralco #52 ANO receptacles for PAN 52 plug (two per 30 ampere circuit - approximately 2800 watts connected each) mounted on columns at 6'-6" above finished floor. Locate one Ralco receptacle on a column line on each side of a mailing vestibule spaced at every other column line toward the lobby end of the building, but not to exceed 50'-0 o.c., and on the building side of each outer platform column for the open and enclosed platform section.

Provide a 120/208 volt, 3 phase, 4 wire, 60 ampere fused disconnect switch for trash compactor which will be provided by the trash removal contractor.

11:2 CONSOLE TRAINING ROOM

In data collection and Console Training room provide a 100 ampere 120/208 volt, 3 phase, 4 wire, Solid Neutral, surface mounted panelboard with 12 single pole, 20 ampere branch breakers.

11:3 FACER CANCELLERS

Provide one 120/208 volt, 3 phase, 4 wire, SN feeder terminated in a fused disconnect switch for a full load current of 20 amperes each. Locate services, one service for each piece of equipment shown on Systems Layout Drawing, from nearest 120/208 volt distribution or power panel.

11:4 FEEDER STACKERS

Provide one 120/208 volt, 3 phase, 4 wire, SN feeder terminated in three fused disconnect switches for a full load current of 20 amperes each. Locate service at each piece of equipment shown on Systems Layout Drawing. Supply from nearest 120/208 volt distribution or power panel.

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11:5 LETTER SORT MACHINES

Provide 480 volt, 3 phase, 3 wire feeder (for each two (2) LSMs) shown direct from main switchgear to two 480 volt delta - 120/208 volt, WYE, 3 phase, 4 wire SN, column or trapeze mounted, 150 KVA dry type transformers and two 120/208 volt, 3 phase, 4 wire, SN distribution panels mounted on column nearest the machine(s).

The distribution panels shall have main lugs only with two 60 ampere-3 pole, six 50 ampere - 3 pole, two 70 ampere - 3 pole - four 30 ampere - 3 pole and one 20 ampere - 3 pole circuit breakers and solid neutral bus (for every two machines).

11:6 CONVENIENCE OUTLETS

120 volt, 20 ampere grounding type duplex receptacles will be furnished at the following mounting heights and spaced for the areas shown below:

1'-6" AFF	Spacing
Lobbies	30'-0" on center
Offices	20'-0" on center
Lunch Room	4'-0" on center in vending machine locations
Water Coolers	At water pipe outlet
Corridors	Spaced to provide for cleaning equipment
First Aid Room & Scheme Study	10'-0" on center
Vaults	One per vault
At Cooling Tower	One (weatherproof)

5'-0" AFF	Spacing
Mailing Platform	20'-0" on center along building wall and 1 on each exterior platform column (all weatherproof)
Workroom	2 per workroom column and 15'-0" o.c. along perimeter of workroom wall. Adjacent outlets to be on alternate circuits.

4'-0" AFF	
[illegible]	30'-0" on [illegible]
[illegible]	20'-0" on center

REV. 6/74

Furnish necessary power and telephone outlets for self-service postal unit.

In all areas not listed, provide convenience outlets based on NEC requirements.

Furnish one clock outlet in each office area, locker room, lunchroom, first aid, conference room, etc. located 7'-6" above finished floor centered over entrance door. In workroom area, locate two clock outlets 12'-0" above finished floor on columns spaced approximately 108' o.c.

All clocks will be furnished and installed by the Post Office Department except two in the lobby area where they are to be specified to compliment architecture and furnished by the contractor.

11:7 UNDERFLOOR DUCT

Provide a minimal (2) duct underfloor system for telephone and power in accounting office and Assistant Postmaster's office.

8 VAULTS

Vaults will be equipped with a one-half inch conduit leading from a terminal box to be located in the vault one foot from the door and six feet from the floor. The conduit will terminate within three feet of a telephone terminal block and will contain a pull wire.

11:9 OPERATING INSTRUCTIONS

An "as-built" copy of the power distribution riser diagram is to be posted in the vicinity of the main switchgear. Posted instructions shall indicate how to energize and de-energize each major component of the system and shall advise what action must be taken in an emergency, how to restore power following an outage and what precautions to take when maintenance is required.

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SECTION 12

COMMUNICATIONS

12:1 TELECOMMUNICATIONS - TELEPHONE SERVICE

Provide 132 square feet (11 ft. x 12 ft.) of space for switchboard room and 238 square feet (14 ft. x 17 ft.) of space for telephone equipment room.

12:1:1 TELEPHONE SERVICE FITTINGS

Provide wall telephone outlets, for general offices and similar areas.

12:1:2 SERVICE COUNTER

Provide telephone extension outlet on wall or column along counter screenline.

12:2 SPECIFIC EQUIPMENT

12:2:1 CALL BELL

Provide pushbutton on wall of mailing platform, adjacent to the entry of weigher's office.

12:2:2 INTERCOMMUNICATION/SOUND

A heavy duty industrial type of Intercommunication and Sound System will be provided. System will cover the workroom floors and platform areas where required. Detailed criteria, including a communication chart for intercom systems, will be provided after mechanical design and operations requirements are completed. A riser diagram for the intercom and sound system will be shown where applicable.

12:2:3 FIRE ALARM SYSTEM

Provide a fire alarm system consistent with local codes and ordinances. System shall be of the pre-signal, manual coded type, A-C closed circuit, double supervised with annunciator panel.

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13:6 REPAIR AND LUBRICATION BAYS

Lighting will be provided to maintain 40 F.C. in the shop area and 60 F.C. over benches, based on empty interiors. Other areas will be equivalent to similar post office areas.

13:7 WASH RACK

Provide vapor tight fixtures located along wall so as not to interfere with movement of automatic washing equipment. Provide 50 foot candles of maintained illumination 30" AFF.

13:8 GASSING ISLANDS

When outside gassing island is provided with an overhead canopy, lighting will be provided under the soffit of the canopy to provide 15 foot candles of maintained illumination at approximately 30" above grade. Maintain minimum clearances.

13:9 RECEPTACLES

Convenience outlets shall be duplex, 125 volts, parallel slot, 2-pole, 3-wire grounding type and shall be rated at 20 amperes. Mounting height of outlets in the entire VMF area shall be 48" AFF.

Special power requirements will be provided as designated on the Standard U. S. Postal Service Drawing. This includes welding outlets, battery chargers, air compressors and hydraulic lifts.

13:10 REEL LIGHTS

Provide one reel light assembly conforming to U. S. Postal Service Specification R347, ceiling or truss mounted, in each repair and lubrication bay. Load will be 60 watts per reel. Switch lights from adjacent column or wall. Do not provide electrical convenience outlet on handle for plugging in electrical tools or equipment.

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SECTION 13

VEHICLE MAINTENANCE FACILITY

13:1 VMF BUILDING

The VMF design should be based on the requirements shown on Standard Postal Service Drawings for Vehicle Maintenance Facilities. The building should be of standard industrial construction.

CEILING

Ceilings in the VMF work areas and storage rooms shall be exposed and painted. VMF offices, lunch and locker rooms should have acoustic tile or equal type ceilings.

WALLS

Interior walls should be masonry.

13:2 PLUMBING SYSTEM

U. S. Postal Service Standard Drawings covering Vehicle Maintenance Facilities shall be adapted to the requirements for this project. These drawings shall be used as a guide to develop the plumbing design involving hose bibbs, hot water faucets, hydrants, water closets, lavatories, showers, drains, downspouts, etc. The building arrangement may be subject to minor modifications; however, pertinent plumbing items are reflected.

13:3 HEATING AND COOLING SYSTEM

All offices, locker and lunch rooms shall be air conditioned at the same environmental level as set forth for the main building. U. S. Postal Service Standard Drawings covering Vehicle Maintenance Facilities shall be used as a guide in developing the heating, ventilating, and air conditioning for this facility.

13:4 SPECIAL MECHANICAL EQUIPMENT

For all automotive vehicle equipment, reference is made to U. S. Postal Service Standard Drawings covering hydraulic lifts, lube reels, power units, gasoline, engine oil and waste oil storages, gasoline pumps, air compressors, wash racks, etc. These are standard arrangements and are to be used only as guides in developing the design.

13:5 ELECTRICAL DISTRIBUTION

Provide Electric Service underground from post office main switchgear. Do not provide underfloor duct in VMF.

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SECTION 14

DESCRIPTION OF MAIL HANDLING SYSTEMS

A. GENERAL

The new Rochester, New York Mail Handling Facility will essentially be a single floor operation with a public lobby (yet to be established) and office section. Truck platforms, 30", 42", and 52" will be located primarily on one side of the structure. Support areas and employee facilities will be located primarily around the perimeter of the workroom. The building has been designed and located with the Vehicle Maintenance Facility on the proposed site to permite maximum maneuverability of vehicles to and from the platform and parking areas to adjacent traffic patterns. An enclosed parking area will be provided for carrier vehicles near carrier section as shown on Drawing MEEPS-1-1.

B. PLATFORMS

All loading and unloading platforms will be located on one side of the structure. Platforms will be 35 feet wide with dock heights of 30", 42", and 50". An additional position for trash collection has been provided at the 30" dock. One dock leveler has been provided at the 42" dock and one at the 50" dock. These may be relocated to suit. The remainder of all other truck spaces at the platform will be provided with flip type ramps. Weather seals for entire platform must also be provided.

C. LOBBY AND OFFICE AREAS

The main office complex and lobby will be located at the one end of the building, separated from the workroom by support area as shown on Drawing MEEPS-1-2. Off street parking for customers and office personnel should be provided adjacent to office area, including official parking.

D. WORKROOM

Major mail processing equipment consists of a mechanized monorail system serving the inbound outbound preferential pouched and sacked mails and the inbound outbound non-preferential sacks. Three unloading conveyors will feed this monorail. The monorail will include three floor loading dispatch areas.

E. DESCRIPTION OF MAIL HANDLING SYSTEM

1. Preferential

Transit and city pouches and preferential sacks will be loaded onto the extendible conveyors to the pouch/sack slide then coded at the monorail loading station for transport to their respective opening areas.

Mixed collections mail will pass through a centralized system to feed five direct feed facer cancellers. Also included are six letter sorting machines which will have a loose pack area with monorail dispatch.

2. Non-Preferential

The monorail has been planned with a slide which has a five position loading station for coding inbound pouches and sacks from trucks. The monorail will discharge to any of the following coded positions, in addition to preferential sorts above.

a. Seven slides to gravity conveyors for city parcel post area.

b. One to chute and sawtooth for fifth diget city circulars and papers area.

c. Two to chutes and gravity conveyors, city circulars and paper sacks, at the flats and SPR's areas.

d. The outgoing circulars and papers slide.

e. One to a chute and gravity conveyor for newspaper and priority parcel post area. Also one to city transit & pouching area.

f. Three to direct runouts with extendible loading conveyors. (BMC, AMF, Elmira).

g. Four preferential/non-preferential sawtooths in the truck terminal area.

h. Also three in-house dispatch loading stations for preferential/non-preferential dispatch to truck terminal.

F. The remainder of the operational layout will be manual.

G. An enclosed area for carrier parking will be located with exits directly adjacent to the area from the carrier case set-up section.

H. Provisions have been made in the design to permit expansion of workroom, support, platform, and the carrier parking area to meet the 20 year planning requirements.

I. DESCRIPTION OF INTERCOMMUNICATION SYSTEM

The proposed communication system will consist of master stations designated by block triangles shown on Drawing MEEPS-1-2. This system is designed to allow additional stations to be added in the future. In addition, a paging system will be included to permit announcements to all employees in workroom areas.

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J. The attached chart reflects the preliminary planning for the required master intercommunication stations. This chart includes the station numbers shown on Drawing "Systems Layout for Mail Processing" MEEPS-1-2. The capability of each station to call other stations is shown by reading across the horizontal lines.

POST OFFICE DEPARTMENT

COMMUNICATIONS TRAFFIC CHART

NAME OF FACILITY: Rochester, New York

Drawing: MEEPS-1-2

Systems Layout

DATE: 4-4-73

Project Analyst: George R. Pollock

Project Mgr.: G. R. Pollock

PROJECT NUMBER: 68453

FLR	ACTIVITY	STA	STATIONS 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Tour Superintendent	1		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
	Maintenance Control	2	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
	Platform Unloading	3	X	X		X				X		X							X	X	X	X	X												
	Transfer and Dispatch	4	X	X	X		X	X	X			X				X	X	X	X	X	X	X	X												
	City Flats and Papers	5	X	X		X				X		X	X				X		X	X															
	Outgoing Flats and Papers	6	X	X		X				X		X							X	X	X		X												
	City Parcel Post	7	X	X								X	X			X							X												
	Platform Loading	8	X	X	X	X	X	X			X	X				X	X	X	X	X	X	X	X												
	Cull, Face, Cancel	9	X	X		X				X		X		X	X		X	X			X	X													
	Monorail Induction	10	X	X	X	X	X	X	X	X							X	X	X	X	X	X													
	Carriers	11	X				X		X								X						X												
	LSM Area "A"	12	X	X							X				X		X			X	X	X													
	LSM Area "B"	13	X	X							X						X			X	X	X													
	Registry Dispatch	14	X			X		X	X	X							X	X																	
	City and Transit Pouching	15	X	X		X				X	X	X	X	X	X	X				X	X														
	News and Priority Parcel Post	16	X	X		X				X	X	X				X	X			X	X														
	Floor Loading "A"	17	X	X	X	X	X	X		X		X								X	X														
	Floor Loading "B"	18	X	X	X	X	X	X		X		X					X	X	X		X														
	Floor Loading "C"	19	X	X	X	X				X		X		X	X		X	X	X	X															
	Platform "A"	20	X	X	X	X				X	X	X					X	X					X												
	Platform "B"	21	X	X	X	X			X	X		X										X													
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EXHIBIT 94 — U.S. Postal Service specifications for new facility, dated 4-10-73.

EXHIBIT 95 – U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

UNITED STATES POSTAL SERVICE

DECISION ANALYSIS REPORT

ON THE

PROPOSED NEW POSTAL FACILITY

AT

ROCHESTER, NEW YORK

Prepared by:

Buildings Analysis & Design Office
September 28, 1973

EXHIBIT 95 — U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

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EXHIBIT 95 — U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

DECISION ANALYSIS SUMMARY

ROCHESTER, NEW YORK

RECOMMENDATION

Construct new General Mail Facility and Vehicle Maintenance Center on new Site.

Consolidate Postal operations now in old MPO and Annex.

Implement expanded AMP to include Elmira.

PRORLEM/DEFICIENCY

Facilities environmentally substandard.

Existing split-operation is inefficient.

Additional space required.

Expanded mission.

ALTERNATIVES CONSIDERED

Alt. A - Renovate old MPO and Construct new Annex	$17,862,000
Alt. B - Construct new General Mail Facility	20,794,000
VMF Alt. 1 - Construct a replacement VMF	1,083,000
VMF Alt. 2 - Contract all vehicle maintenance	---

INVESTMENT SUMMARY - NEW GMF AND VMF (Exhibit I)

Total capital investment	$21,877,000
Site and preparation	3,929,000
GMF construction	14,833,000
VMF construction	903,000
Mechanization	2,212,000
(Additional LSM required in 1981; $223,000)	

POSTAL BUSINESS - TOTAL AREA (Exhibit II)

Present daily volume	2,793,925	Growth - 3.5%	
Present revenue	$47,957,111		
Present employees	4,471	Population served	
[illegible]	2	No. [illegible]	[illegible]

EXHIBIT 95 — U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

SPACE SUMMARY (Gross Square Feet) (Exhibit VI)

	Existing	Required
Total workroom	130,512	202,820
Administrative Offices	23,153	26,278
Platform	15,495	25,800
Support, Employee Facilities, etc.	66,342	71,014
Site	338,000	1,572,000

CASH FLOW (Anticipated Dollar) (Exhibit IX)

Total Investment	$21,877,000
Working Capital	855,000
Annual Depreciation	562,000
In-Flow and Savings	19,253,000
Residual	21,890,000

ECONOMIC ANALYSIS (Constant Dollar) (Exhibit VIII)

Period Analyzed	1977-86	
New GMF vs. Split Operation		DCF-ROR 22%
New VMF vs. Contract Out		DCF-ROR 29%

SERVICE STANDARDS (Exhibit XII)

Overnight - Meets Standards
2 Day - Fails to meet Standards
3 Day - Barely meets Standards

EXHIBIT 95 — U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

SUMMARY AND RECOMMENDATION

It is recommended that authority be granted to purchase, design, and construct a complete new General Mail Facility (GMF) and a Vehicle Maintenance Facility (VMF) for Rochester, NY at a total project cost of $21,877,000 as shown in the Project Fact Sheet, Exhibit I. The new GMF provides a 22% DCF-ROR and the new VMF provides a 29% DCF-ROR when compared with the next best alternative available. At the present time, the Postal Service is processing mail inefficiently in a 39-year old space deficient Main Post Office and a leased SCF Annex.

The Rochester Post Office service area is to be enlarged under the expanded Area Mail Processing (AMP) concept to include the Elmira, NY SCF area. The average daily volume of the expanded area was 2,800,000 pieces of mail in 1972, and the gross annual revenue was $48,000,000 in 1973. The business aspects of the service area is summarized in Exhibit II.

The operations of the MPO and the Annex would be consolidated in the GMF along with the Rochester Postal District offices which are now separately located. The new VMF would be constructed at the site of the new GMF. The annex would be released at the end of its lease and the old MPO and VMF Building would be sold after the new facilities are occupied. The Postal Service would a new downtown finance/lockbox and carrier station near

the old MPO.

BACKGROUND

Rochester is a highly industrialized city situated in the northwestern tier of New York between Buffalo and Syracuse. Three of the major businesses are Eastman Kodak, Xerox, and Bausch & Lomb; all of whom employ a large percentage of highly skilled professional, scientific and technical personnel. The city is on a main line of the Penn-Central railroad and is served by three airlines. Lake Ontario, the northern boundary of the city, provides a connection to the St. Laurence Seaway and the New York State Barge Canal. The population of Monroe County, of which Rochester is the seat, increased by over 20% in the ten years ending 1970.

The existing Rochester Main Post Office and an adjoining Vehicle Maintenance Facility, built and occupied in 1935, are located in the central section of the city. The facility provides central postal service for 19 stations and branches in and around Rochester and serves as the Sectional Center Facility for 131 associate offices. An SCF Annex, 6 miles from the MPO, was leased in 1968 as a temporary measure due to a critical space shortage. A total of 2,438 employees now perform the postal functions assigned to Rochester which include all postal services for the Rochester city postal district ZIP 146 and mail processing for the three-digit ZIP code areas 144

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and 145. The entire SCF area employs 3,424 employees and serves a population of 969,000.

Plans for a new Rochester Post Office date as far back as 1961. The proposed Distribution and Operations concept expands the Rochester service area to include Elmira, New York's ODIS area which lies south of Rochester. Elmira will continue to function for its own Postal District and will be a Transfer Post Office for 82 associate offices.

Late last year, the planning data was reviewed and revised and a new Functional Design Specification has been prepared, and site acquisition activity has begun. A preferred site (Site 5) has been selected approximately two miles south of Rochester and if that site cannot be controlled, an alternate site (Site 6) has been identified two miles farther south as shown in Exhibit III. Both sites have been approved by the EEO authorities.

The proposed General Mail Facility will serve an area with a total population of 1,300,000 and will process an average daily volume of 4,339,000 pieces of originating and destinating mail by 1986. All the mail originating in the area except for parcel post and locally identified mail will be processed in the new facility for dispatch out of the area or for distribution to the associate offices within the area. The facility will distribute all mail arriving in Rochester for destinations within its service area as

shown in Exhibit IV. Originating parcel post will be collected and sent directly to the Bulk Mail Facility serving the area. Destinating parcel post will arrive from the Bulk Mail System worked to 5-digit numbers and will only need to be dock transferred to associate office bound vehicles except for parcels bound for the City of Rochester.

PROBLEM DEFINITION

Mail processing operations in Rochester are conducted in two widely separated facilities; the Main Post Office in downtown Rochester, constructed in 1934, and a temporarily leased SCF Annex situated six miles away. In addition to the difficulties and inefficiencies of a split operation, the working environment of the physical plant is very poor and a shortage of workroom and dock space has created costly interferences and delays. The proposed inclusion of Elmira into the Rochester service area increases the mail volumes by 30% and further aggravates the present situation. The economic climate around Rochester is good and expected annual mail volume increases of 3 1/2% will add to the congestion in the existing postal facilities.

Split Operations - The existing two-location mail processing operation requires the use of a costly and time consuming shuttle. The MPO, containing the letter sorting machines, performs most of the preferential mail distributions however the inter-city trucks must go to the truck terminal

at the SCF Annex. All city collections are delivered directly to the MPO, but the associate office afternoon collections are delivered to the Annex where a dock transfer to the shuttle is performed. Destinating preferential mail to be delivered by the associate offices must be transported from the MPO to the annex where it gets dock transferred to the associate office truck routes. In order to meet service standards, special "hot-shot" truck routes direct from the MPO to Buffalo and Syracuse have been added to bypass the SCF dock handling and shuttle delays. These direct runs are in addition to the normal transportation routes and do not replace them.

Although the annex is primarily a truck terminal and a parcel post facility, a capability is kept there to work late arriving first class letters and flats in order to meet dispatches to associate offices. Additional costs are incurred as a result of the work force being deployed at two widely separated locations. The flexibility of resource utilization is reduced when the available manpower cannot be immediately assigned to all potential work stations.

Working Environment - The working conditions in Rochester are deficient due to the age and physical condition of the facilities, the poor configuration of the working areas, and the crowding due to space shortages. The environmental deficiencies of the MPO, the VMF, and the

Annex have been identified in a recent survey, shown in Exhibit V.

There are many configuration deficiencies in the MPO which add costly time to the mail processing operation. Mail collections must be transported to the second floor opening unit by elevators. Aisles are narrow and queues form during peak periods. Traying of letters is performed at two separate areas. The weighing scales are not in the path of mail flow and carts of mail must be pushed extra distances to be weighed; relocation of the scales would not improve the situation due to the broken-up nature of the workroom.

Space Shortages - A summary of the space deficiency is shown in Exhibit VI. The existing operating space of 235,502 gross square feet, including over 40,000 square feet of window less low-ceiling basement, is almost 100,000 square feet less than the 325,912 square feet required. The basement should not be used for postal operations.

The MPO cannot be enlarged horizontally due to the constrictions of the 3 acre site which is bound by city streets on all four sides. The Rochester Inner Loop expressway is across one of the streets, a city park adjoins another street, and the other two streets are bordered with currently active industrial plants and

church. Vertical expansion would be costly and would not solve the dock and maneuvering space shortages.

The leased annex is not a feasible choice for expansion. The lease renewals run only through 1978. The site is only 4 1/2 acres and the existing structure is not suitable for long range postal operations.

Vehicle Maintenance Facility - The present VMF is inadequate in size to properly maintain the assigned vehicles. There are not sufficient work bays in the present building nor is there room for expansion. Lighting, heating, and ventilation is substandard. There is no available space for a drive through washer or paint and body shops at this location. Employee representatives have complained about the poor working conditions faced daily in this obsolete facility.

ALTERNATIVES ANALYZED

The mail volume and space studies for Rochester indicate that a total of 354,000 gross square feet of building and platform space is required to meet the mail processing and distribution requirements through 1986. Two viable mail processing alternatives, Exhibit VII, have been developed and analyzed in detail. Other alternates were considered and eliminated as described in the next section of this report.

Alternative A - Split Operation - This approach uses the

existing Main Post Office and a new Annex to be constructed on a new site. In order to make full utilization of its space, the MPO would contain all the postal operations for the City of Rochester except for finance and carrier stations and would also contain all the Postal Service administrative offices for Rochester. The MPO would be the base for approximately 110 carrier routes and all the city Parcel Post and Special Delivery routes and would house the downtown finance and lockbox lobby. The MPO would be renovated in order to raise the working environment to current Postal Service standards. The environmentally and space deficient VMF would be demolished to permit enlarging the maneuvering and parking facilities. Covered carrier parking and loading would be provided for approximately 40 vehicles. Leased parking facilities would be maintained near the MPO.

A new annex of 204,000 gross square feet would be built to function as the Sectional Center Facility with expanded Area Mail Processing for Rochester and the Elmira SCF areas. The annex would be the transportation terminal for all the truck routes to the associate offices and to the rest of the Postal System. Fixed mechanization, cancelling equipment, and letter sorting machines would all be installed in the annex. A covered parking facility for trucks would be constructed at the annex in accordance with current Postal Service criteria.

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Alternative B - New General Mail Facility - A complete new facility would be built housing all the Postal Service functions including the distribution operations for the City of Rochester and approximately 120 carrier routes. The MPO would be vacated and sold. A finance and lockbox station would remain near the old MPO with approximately 45 carrier routes. Covered carrier loading and parking would be provided for all the carriers based at the GMF through 1986 and covered parking will be provided for other postal vehicles.

Vehicle Maintenance Facility - A separate analysis has been conducted for the Vehicle Maintenance Facility requirements, and two alternatives have been analyzed in detail. The VMF alternatives are compatible with the split operation of Alternate A or the new GMF of Alternate B.

Alternative 1 - Construct a Replacement VMF - A new VMF would be constructed on the same site as the new GMF or annex. The VMF would perform all maintenance functions on the locally based vehicles and selected maintenance functions on remotely stationed vehicles. The balance of the maintenance for the remote vehicles would be contracted out.

Alternative 2 - Contract Out All Vehicle Maintenance - All vehicle maintenance and servicing would be contracted out. This alternative assumes that contractors

are equipped and able to repair postal vehicles. Most repair shops do not have hours that coincide with the hours that postal vehicles are available for servicing and most reliable auto shops will not give the Postal Service priority over their cash customers.

ALTERNATIVES ELIMINATED

Several potential postal facility configurations have been eliminated from serious consideration for the reasons defined below.

Full MPO Expansion - The three (3) acre MPO site is too small to permit horizontal expansion and adjoining property is not available. Vertical expansion is not practical; an additional three (3) stories and a multi-level dock and platform would have to be added to the existing two-story structure in order to obtain the required space. The adjoining streets would become clogged with the large number of postal vehicles.

Partial MPO Expansion - The use of a small annex would allow for a smaller expansion of the MPO. However, the facility is not suited for expansion, and the cost and service penalties of a split operation are significant as shown in the economic analysis of the previously identified Alternate A.

Annex Expansion - The SCF Annex is a leased facility on

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4-1/2 acres and is not suitable for expansion. The existing building has less than 15% of the total space required and it does not provide a good starting base for expansion.

Purchase and Renovate An Existing Building - An existing building, General Dynamics Building, was considered for purchase and renovation. The size of the building was adequate but a high renovation cost would have been incurred. Further analysis was suspended when another purchaser acquired the building. There are no other buildings available which would meet the present Postal System requirements.

Lease a New Building - Leasing either a new postal facility equivalent to the GMF of Alternate B or a new Annex equivalent to the one of Alternate A was not considered in the economic analysis due to inherent high rents and the failure of leases to provide residual capital asset value. Analysis has shown that, unless unusual circumstances are present, the rental costs to the Postal Service would be greater than the costs of outright ownership.

Vehicle Maintenance Facility - VMF alternatives utilizing the existing VMF would not be compatible with the mail processing Split Operation of Alternate A since the old VMF would be demolished to make room for the maneuvering and parking area. The existing VMF could be utilized

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with a new GMF; however costly renovation and expansion expenses, annual costs of shuttling the vehicles between the new GMF and the VMF, and the loss of capital from the sale of the MPO property eliminated this approach.

CONCLUSION AND RATIONAL

The present situation at Rochester fails to meet Postal Service facility criteria. The working conditions are substandard, a space shortage exists, and the split operation is costly. The two most viable solutions to the mail processing problem have been examined; Alternate A, renovated MPO and New Annex and Alternate B, new General Mail Facility. The investments, operating expenses, and residual values for the two alternatives were projected through 1986 and an economic analysis was conducted to compare them against each other (see Exhibit VIII).

The new GMF (Alternate B) would require a gross investment of $20,794,000 which is $2,932,000 higher than the investment required for renovation of the MPO and construction of a new Annex (Alternate A). However, the operating expenses of the GMF would be $570,000 lower than those of the Split Operation for the first year of the study and would be $580,000 lower during the last year. The additional investment provides a DCF-ROR of 22% over the 10-year period.

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An economic analysis was also conducted for the two vehicle maintenance alternatives; new VMF, Alternate 1, and contract all vehicle maintenance activities, Alternate 2. The investment of $1,083,000 for a new VMF provides a 29% DCF-ROR.

The cash flows of the proposed new GMF/VMF have been compared to continuing the present operation and the results are shown in the Project Cash Flow Chart of Exhibit IX. This chart reflects the economies of the total project such as the savings of additional LSM mechanization, mail processing consolidation, new facility maintenance, and improved transportation utilization.

The new GMF and VMF are therefore justified on a basis of economic benefits, environmental and space improvements, and service improvements resulting from a more efficient mail processing operation. Rochester and Elmira are presently only partially meeting the 95% service criteria (see Exhibit XII).

The Project Schedule and Budget Schedule of the proposed facility are shown in Exhibits X and XI respectively.

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EXHIBIT I

PROJECT FACT SHEET

1. PROJECT IDENTIFICATION: Rochester, NY DATE: September 10, 1973

2. TYPE PROJECT: New Construction - GMF & VMF
USPS-Owned

3. LOCATION: South of Rochester, Outside City Limits

4. PROBLEM/STATUS/PROPOSAL: Postal operations are presently being conducted in two environmentally deficient buildings. Split operation inefficiencies and space d ciencies will be increased when the expanded AMP program is implemented. It is proposed that a new GMF and VMF be constructed on a new site and the old facilities should be vacated.

5. SIZE AND COST DATA

		Sq.Ft. (000's)	Cost Per Sq. Ft.	Contin. (000's)	Total Cost (000's)
A. Site					
1.Acquisition	Est.	1,517	$ .51	125	1,973
2.Preparation	Est.	1,500	1.15	173	1,898
3.COE Support					108
4.Total Site Cost				348	3,979
B. Building-Construction					
1.Design		6%		89	987
2.PO Gross Area Int/Plat		354	31.75	562	11,800
3.Enclosed Parking Area		73	18.00	66	1,380
4.VMF		18	42.33	38	800
5.COE Support					769
6.Total Building					15,736
C. Total Site & Construction					19,665
D. Fixed Mechanization					
1.Design				5	33
2.Fabrication & Instal.				73	1,525
3.COE Support					86
4.Total Cost				76	1,644
E. Non-Fixed Mechanization					568

6. TOTAL PROJECT COST: 1,179 21,877
Based upon Award Date of Sept., 1974 + Completion Date of March 1976
Less monies already spent or authorized
New Authorization Recommended 21,877

7. ECONOMIC ANALYSIS OVER 10 YEARS

A. Alternatives Considered:

A.	Renovate existing PO & construct new Annex.
B.	Build a complete Mail Facility.
VMF-1	Construct a n...
VMF-2	Contract all ... maintenance

B. Comparison of Alternatives: (Differences in Pairs)

Alt.	Dif.in Benefits W/O Residuals	Residuals	Total Benefits	Discounted Cash Flow DCF-ROR
P/A	6,503	2,174	8,677	22
VMF-1 /VMF-2	3,370	969	4,339	29

8. UNQUANTIFIED BENEFITS OR DISADVANTAGES
Environmental: Full correction of deficiencies
Capacity: Meets 10-year requirements
Other: Consolidation of resources

9. SIGNIFICANT COMMENT OR INFORMATION

A - An additional investment of $223,000 will be required in 1981 for a seventh LSM.
B - Sale of the old MPO is anticipated in 1977 for $000,000.

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POSTAL BUSINESS - ROCHESTER, NEW YORK

CUSTOMER/REVENUES

	Population	Revenue- FY 73
Rochester	968,800	$38,548,920
Elmira	326,200	9,408,191
Total	1,295,000	$47,957,111

MAJOR MAILERS

Eastman Kodak
Xerox
Bausch & Lomb
C. H. Stuart
Artistic Greeting Card
Marine Midland Southern Bank
New York State Gas & Electric
Ingersol Rand

VOLUME/GROWTH

	Present Volume 1/	Average Annual Growth
Rochester	2,130,763	3.5%
Elmira	663,162	
Total	2,793,925	

EMPLOYEES/FACILITIES

	Present Employees	No. of Associate Offices
Rochester	3,424	131
Elmira	1,047	83
Total	4,471	214

1/ Average daily volume, all classes, originating and destinating.

EXHIBIT 11

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LOCAL SITUATION

ROCHESTER NY

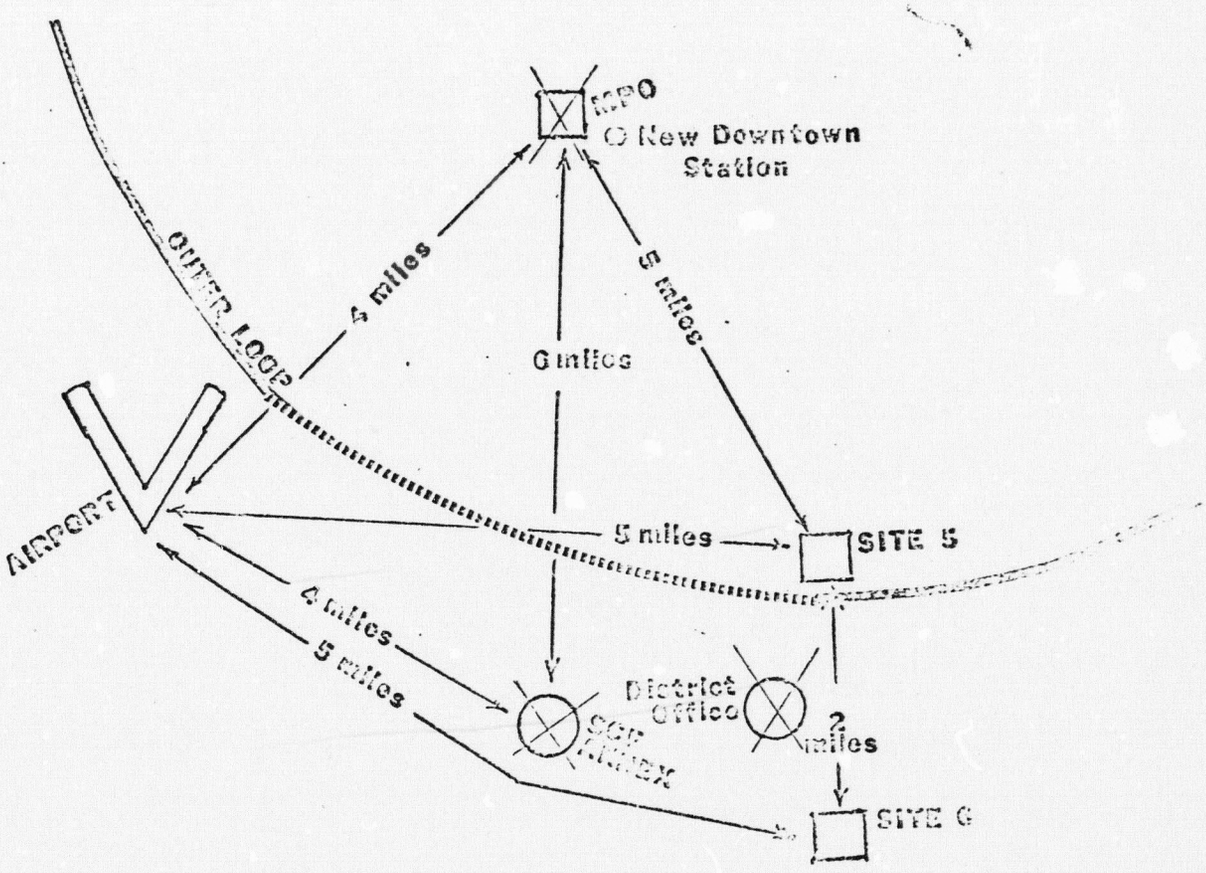

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EXHIBIT IV

SERVICE AREA - EXPANDED AMP

The Rochester service area is to be expanded under the proposed Distribution and Operations Concept to include Elmira, NY and the Elmira Associate Offices (Figure IV-1). Under the expanded Area Mail Processing (AMP) concept, all the originating mail collected in an area is transported to the AMP center for cancelling, sorting, and distribution. Collections from some of the Elmira associate offices will be transported direct to Rochester in lieu of going first to Elmira in order to by-pass the two-hour trip between Elmira and Rochester.

The expected 1986 mail flow for the Rochester AMP area is described in Table IV-1 and Figure IV-2. At both the Rochester and Elmira associate offices, a portion of the locally bound originating mail will be readily identified by large mailers or via local delivery collection boxes and will be held out from the AMP processing center. The balance of the originating local bound mail and all of the mail bound for other associate offices in the AMP area (intra-PMC), and all of the out-bound mail will be sent to the Rochester GMF for AMP processing. Inbound mail for all the associate offices will be processed through the AMP processing center for distribution.

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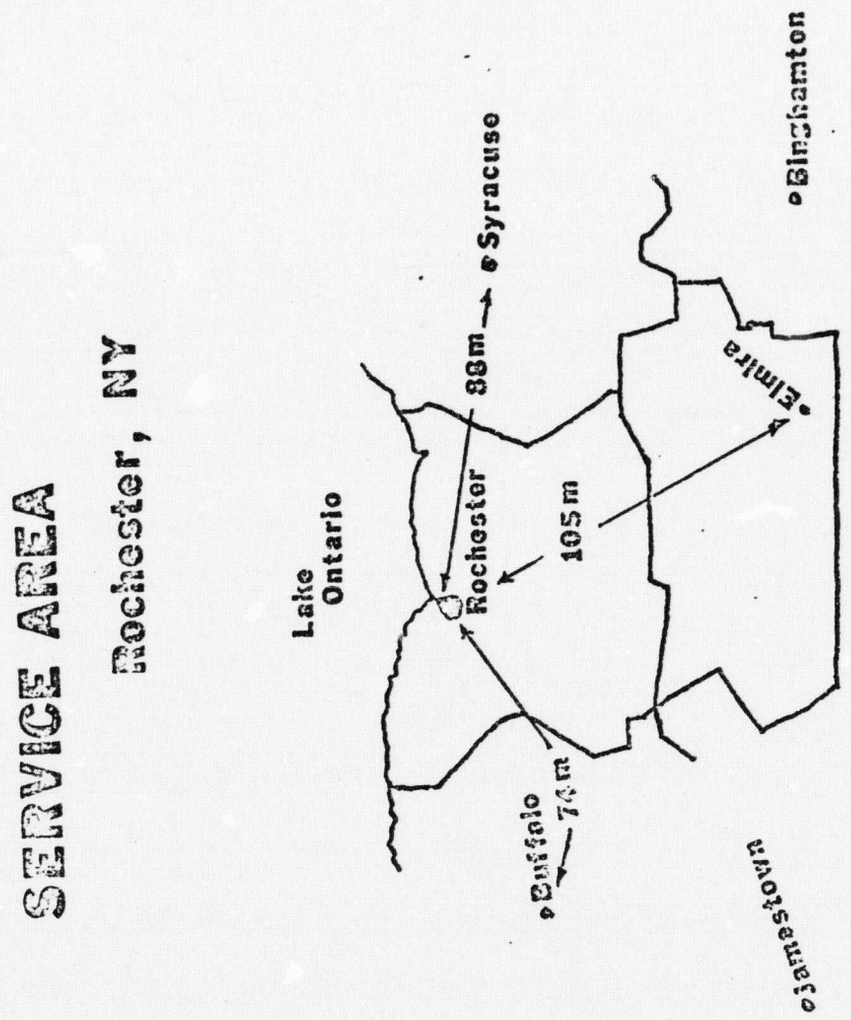

Figure IV-1 Service Area

TABLE IV-1

ROCHESTER, NY - MAIL FLOW

1986

TOTAL ODIS DAILY VOLUME - 000

	TRANS		O & D		ORIGINATING			DESTINATING		
	Time	Meet STD	Hold	Local SCF Via CMF	Intra CMF	Outbound	Total	Intra CMF	Inbound	Total
Rochester (144)		Yes	85.4	768.8	20.6	598.0	1,472.8	22.7	963.1	1,840.0
Elmira (148)	105 miles 120 min.	Yes	17.9	159.0	22.7	236.2	435.8	20.6	392.7	590.2
Total			103.3	927.8	43.3	834.2	1,908.6	43.3	1,355.8	2,430.2

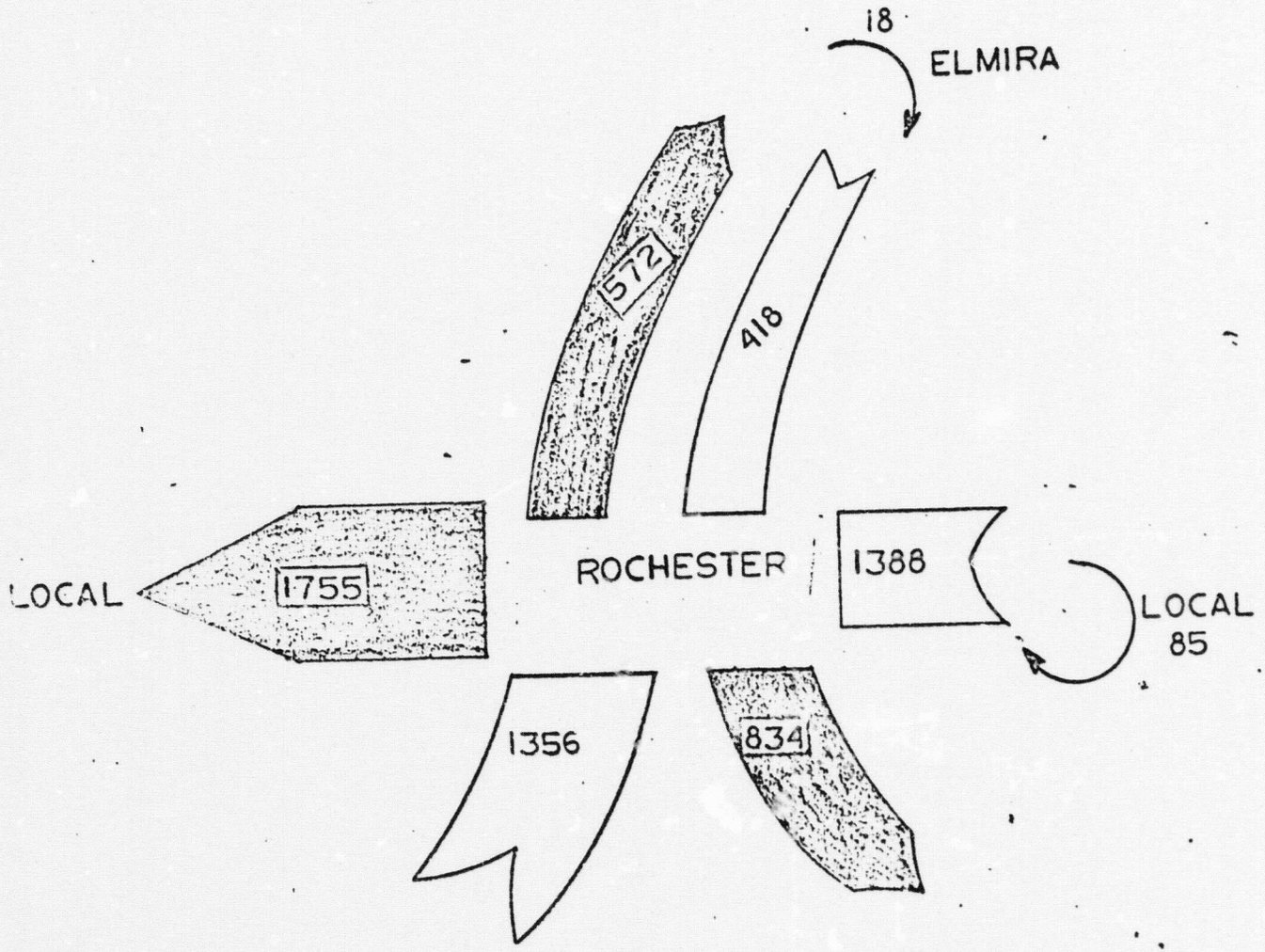

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EXHIBIT V

SUMMARY OF WORKING CONDITIONS

ROCHESTER, NY - MAIN POST OFFICE

	CURRENT REQUIREMENTS	EXISTING CONDITIONS
Safety Deficiencies	10 foot canopy to avoid slipping conditions on platform surface during inclement weather.	Insufficient canopy (5') Wet or icy platform when raining.
	Electrical receptacles on each column and 15'-0" along perimeter of workroom wall.	Insufficient amount of electrical outlets necessitate use of electrical extension cords in workroom area.
	Temperature and velocity of air at the LSM console shall produce reasonable occupant comfort.	LSM operator's feet get hot and swell - fans used in lieu of air conditioning not adequate to dissipate heat in the LSM area.
	A sound-non-leaking drain system.	Drains enclosed in brick columns leak at basement floor grade and give off offensive odor.
	Minimum ventilation air quantities shall be provided for all spaces.	Basement use restricted to unoccupied storage area due to very poor ventilation.
	Ventilated to outside air without use of ducts if possible with openings large enough to prevent excessive heat build-up.	Transformer vault poorly vented - excessively hot with pungent odor.
Lighting Deficiencies	1 f.c. - Mercury Vapor	No lighting provided for maneuvering area.
	30 f.c. - Mercury Vapor	15-20 fc of incandescent lighting provided at docks.
	Minimum of 50 f.c. of general illumination with 100 f.c. provided at the cases and other critical task areas by utilizing localized general lighting.	35 - 40 f.c. of illumination in workroom with case lighting.
	30 f.c. in lobby	15-20 f.c. in lobby.
Heating and Cooling Deficiencies (A/C, Humidity)	Modern year round HVAC systems, completely balanced and adjusted. Inside design conditions are 76°F dry bulb and 45% relative humidity for summer conditions and 72°F dry bulb for winter conditions.	No central air conditioning - Window units in offices only. Poor heating controls results in hot and cold spots.
Sanitary Deficiencies	Men: 20 water closets 18 lavatories 13 urinals Women: 8 water closets 7 lavatories	Men: 24 water closets 21 lavatories 15 urinals Women: 4 water closets 4 lavatories
	As is convenient to all workroom floor areas.	To workroom area.

	CURRENT REQUIREMENTS	EXISTING CONDITIONS
Security Deficiencies	Provide perimeter security type fence	Site not fenced.
	Provide 1-2 f.c. of site lighting.	No site lighting.
	Parking areas contiguous to buildings, docks or maneuvering areas should be provided with a secondary fence.	Parking continuous to building and not fenced off.
Excessive Noise	Not to exceed 65 db.	75-80 db in vicinity of LSM's.
Site Deficiencies (Maneuvering Area, Office)	110 foot maneuvering area and portland cement apron in front of platforms for truck parking.	45 foot asphalt maneuvering area - No concrete apron provided in front of docks.
Access Deficiencies	Building set back with sufficient visual distance and maneuvering room.	Entrance to building at edge of sidewalks of major thorefares.
Platform Deficiencies	25-55 foot wide.	20 foot wide.
	Provide 50 inch, 42 inch and 50 inch docks.	Docks all one Height - 50 inch
	Provide bumpers and flip ramps at all spaces	No bumpers or flip ramps.
	Provide 10 foot overhang.	5 foot overhang.
	Enclosed dock on windward side	Open docks on north side - cold, rain and snow collects here.
Parking Deficiencies	Provide 25 customer parking spaces.	Street meter parking or on as available basis for customers
	Provide 712 employee parking spaces.	No employee parking.
	Parking space reserved for physically handicapped.	No handicapped parking space.
Public Lobbies Deficiencies	2112 Boxes.	2112 Boxes.
	Provide ramps for physically handicapped.	No provision for handicapped.

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SUMMARY OF WORKING CONDITIONS

ROCHESTER, NY

(continued)

SECTIONAL CENTER FACILITY (SCF)

	CURRENT REQUIREMENTS	EXISTING REQUIREMENTS
Safety Deficiencies	10 foot canopy to avoid slipping conditions on platform surface during inclement weather.	Insufficient canopy (5') - wet or icy platform when raining.
Lighting Deficiencies	50 f.c. maintained general illumination with localized general lighting in the label reading areas.	35-40 f.c. of general illumination with no localized general lighting.
	30 f.c. mercury vapor	15-20 f.c. incandescent lighting provided at docks.
	Provide 1-2 f.c. site lighting.	No site lighting.
Heating and Cooling Deficiencies (A/C, Humidity)	Modern year round HVAC system completely balanced and adjusted to provide a maximum of 76°F in the summer and a minimum of 72°F in the winter.	No air conditioning and poor heating system results in hot and cold spots throughout the facility.
Sanitary Deficiencies	MEN: 10 Water Closets 8 Lavatories 8 Urinals WOMEN: 4 Water Closets 4 Lavatories	MEN: 9 Water Closets 2 Lavatories 5 Urinals WOMEN: 4 Water Closets 4 Lavatories
Security Deficiencies	Provide perimeter security type fence.	Site not fenced.
	Provide 1-2 f.c. of site lighting.	No site lighting.
	Provide observation window from LOG to platform.	No platform activity observation available from Lookout Gallery.
Excessive Noise	Not to exceed 85 db.	Adequate - within 85 db maximum.
Site Deficiencies	110 foot maneuvering area.	90 foot maneuvering area.
	A sound weather tight roof.	Roof leaks in office area.
Access Deficiencies	Set back sufficiently to give good visual distance.	Adequate - well set back with good visual distance.
Platform Deficiencies	Sound, even floor	Large crack in concrete floor
	Lightly brooted finished surface	Concrete surface very smooth and slippery
	Enclosed dock on windward side	Open docks - cold, windy and collects snow.
Parking Deficiencies	Provide 1 f.c.	No lighting.
	Paved parking area with [illegible]	Area not paved or [illegible]

VEHICLE MAINTENANCE FACILITY (VMF)

	CURRENT REQUIREMENTS	EXISTING CONDITIONS
Safety Deficiencies	Provide authorized spray painting booth.	Spray painting in open without proper ventilation.
	Provide individual tail pipe exhaust system at all repair bays.	Very poor exhaust system.
	Provide standard type battery room with vent to outside.	Small - poorly vented battery room.
	Provide complete approved truck washing equipment.	No truck washing facilities - trucks washed outside where water drains to street and freezes in the winter.
	Provide 2 post, air operated hydraulic type lifts for each general repair bay.	No lifts provided - only one oil change pit provided.
Lighting Deficiencies	50 f.c. of mercury vapor lighting.	30-35 f.c. of fluorescent lighting.
Heating and Cooling Deficiencies (A/C, Humidity)	Modern year round HVAC system for all office areas and well balanced and regulated heating system for general service area.	Poor heating system hot and cold spots. No air conditioning in the offices.
Sanitary Deficiencies	Provide complete approved truck wash equipment.	Water collects when trucks washed inside.
Security Deficiencies	Provide perimeter security type fence.	Site not fenced.
	Provide 1-2 f.c. site lighting.	No site lighting.
	Parking areas contiguous to building should be provided with a secondary fence. Parking set back from public and fenced.	Trucks park at edge of sidewalk - [illegible] able to vandalism and contiguous to [illegible]
Site Deficiencies	Site sized to allow proper set back for visual distance and a minimum maneuvering area of 50 feet in front of doors.	Site too small for minimum maneuvering area - Proper set back and adequate parking
Access Deficiencies	Building set back with sufficient visual distance and a minimum maneuvering area of 50 feet in front of doors.	Too close to street re truck dock maneuvering area.
Parking Deficiencies	Provide 22 employee parking spaces	No employee parking
	150 truck storage spaces	Truck parking for storage back [illegible]

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ROCHESTER, NEW YORK

SPACE/MECHANIZATION SUMMARY

SPACE - GROSS SQUARE FEET

	EXISTING				
	MPO	SCF Annex	Other	Total	Required - 10 Yea.
Workroom	85,541	44,971		130,512	202,820
Support	38,534 1/	1,700		40,234	38,776
Office	18,364	2,389	2,400	23,153	26,278
Employee Facilities	11,494	3,440		14,934	28,590
Lobby	11,174			11.174	3,648
Platform	5,900	9,595		15,495	25,800
Total Operating	171,007	62,095	2,400	235,502	325,912
Mechanical & HVAC					28,088
Total Gross					354,000
VMF			24,317		18,000
Carrier Loading/Parking					57,400
Truck Parking					15,600

MECHANIZATION

Multi- ide Sack Sorter		
Mechanized Sack Sorting System	-	1
Cull Syestem		1
Facer/ ncceller	4	6
Letter Sorting Machine	3 2/	7

Notes:

1/ 4,000 sq. ft. of workroom and 36,576 sq. ft. of support space is in basement.

2/ 2 LSM's presently operating. 1 LSM being installed.

EXHIBIT 95 — U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

EXHIBIT VII

SUMMARY OF ALTERNATIVES

ROCHESTER, NY

DESCRIPTION	BASELINE	ALT. A-SPLT OPERATION MPO + NEW ANNEX	ALT. B- NEW GENERAL MAIL FACILITY
Facilities	MPO-179,000 Gross SF -Basement Area Used -Building Unrenovated -Postal Service Owned	MPO-179,000 Gross SF -Building Renovated -Adjoining VMF Demolished -23,000 SF Enclosed Parking	GMF(New)-354,000 Gross SF -Postal Service Owned -Situated South of Rochester -73,000 SF Enclosed Parking
	SCF Annex -62,095 Gross SF -Leased -Building Unrenovated	SCF Annex (New) -204,000 Gross SF -Postal Service Owned -Situated South of Rochester -15,600 SF Enclosed Parking	VMF (New) -18,000 Gross SF -Postal Service Owned -Same Site as GMF
	VMF-24,317 Gross SF -Postal Service Owned -Unrenovate -Same Site as MPO	VMF (New) -18,000 Gross SF -Postal Service Owned	Downtown Station -5,000 Gross SF -Leased
	District Offices -2,400 SF -Leased		
Mechanization	MPO-3 12 Position LSM -4 Facer/Canceller	SCF Annex-7 12 Pos LSM -7 Facer/Canceller -1 Sack Sorting System -1 Central Cull System	GMF-7 12 Position LSM -7 Facer/Canceller -1 Sack Sorting System -1 Central Cull System
Investment (with VMF)		$18,945,000 + $223,000 in 1981	$21,877,000 + $223,000 in 1981
Operations	MPO-SCF Letter Distribution -Rochester PO except Parcel Post -Finance/Lobby	MPO-Rochester P.O. -All Administrative Offices -Finance/Lobby	GMF-All Postal Functions -Expanded AMF to include Elmira
	SCF Annex -SCF truck terminal -All parcel post operations	SCF Annex-All SCF Letter distribution -Expanded AMF to include Elmira -SCF truck terminal	
	No expanded AMF		

EXHIBIT VII

EXHIBIT 95 — U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

EXHIBIT VIII

ECONOMIC ANALYSIS

The actual anticipated dollar cash flow for the two mail processing alternatives - Alternative A, Split Operation and Alternative B, new GMF - is shown in Table VIII-1 for the period of study through 1986. Alternative B, a new GMF, requires $2,932,000 additional investment over Alternative A, a Split Operation, and provides a Discounted Cash Flow - Rate of Return of 27% over the 10-year operating period.

Investment details of the two alternatives and the VMF are shown in Table VIII-2. The actual anticipated dollar operating expenses of Alternatives A and B relative to the present situation are shown in Table VIII-3. The annual cash flow of each expense item is shown relative to the situation or alternative which has the lowest cost for that item. For example, the present situation has the lowest utility expenses; in 1977 the Split Operation utility costs will be $36,000 higher and the new GMF utility costs will be $33,000 higher than the present situation. Rent and non-periodic expenses are shown in their absolute values.

A constant dollar cash flow differential analysis was conducted using 1976 as the base year (Table VIII-4). The $2,932,000 incremental investment of the VMF, Alternative B, over the Split Operation, Alternative A, provides

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a 22% DCF-ROR.

A separate 10-year cash flow analysis was conducted for the two VMF alternatives, see Table VIII-5. The investment of $1,083,000 for a new VMF provides a 34% DCF-ROR using actual anticipated dollars and a 29% DCF-ROR using constant dollars.

Table VIII-6 summarizes the results of all the economic analysis calculations. The total benefit is the undiscounted sum of the annual savings between alternatives and does not include investment costs or residual values.

TABLE VIII-1

CASH FLOW - ROCHESTER, NY

(Actual Anticipated - Thousands of Dollars)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	RESIDUAL
ALTERNATE A - SPLIT OPERATION													
Site & Site Preparation	1159	1204											-5221
Building Construction	2557	10630											-13368
Mechanization Investment		2212					223						
Variance from Present Situation			-481	-855	-911	-976	-1045	-1051	-1140	-1225	-1318	-1410	
TOTAL	3816	14046	-481	-855	-911	-976	-822	-1051	-1040	-1225	-1318	-1410	-18609
ALTERNATE B - NEW GMF													
Site & Site Preparation	3749												-6714
Building Construction	1140	13693											-14002
Mechanization		2212					223						
Sale of Old NFO			-800										
Variance from Present Situation			-1090	-1497	-1593	-1698	-1811	-1866	-2008	-2145	-2297	-2448	
TOTAL	4889	15905	-1890	-1497	-1593	-1698	-1588	-1866	-2008	-2145	-2297	-2448	-20716
CASH FLOW DIFFERENTIAL													
Benefit of B over A (B - A)	1073	1859	-1409	-642	-682	-722	-766	-815	-858	-920	-979	-1038	-2107

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TABLE VIII-2

ROCHESTER, NY - INVESTMENT COSTS

($000)

	Alt.A-Split Operation			Alt. B	Alt 1.
	MPO Renovation	New Annex	Total	New GMF	New VMF
SITE					
Acquisition		1,159	1,159	1,923	
Preparation	165	964	1,129	1,718	180
COE Support	10	65	75	108	
Total	175	2,188	2,363	3,749	180
BUILDING CONSTRUCTION					
Design	305	504	809	928	59
Building	4,230	6,855	11,085	11,800	800
Enclosed Parking	448	295	743	1,380	
COE Support	257	393	650	725	44
Total	5,240	8,047	13,287	14,833	903
TOTAL SITE & CONSTRUCT.	5,415	10,235	15,650	18,582	1,083
MECHANIZATION		2,212	2,212	2,212	
TOTAL GROSS INVESTMENT	5,415	12,447	17,862	20,794	1,083
				21,877	
LESS SALE OF OLD MPO				800	
NET INVESTMENT				21,077	

Note: (1) An additional investment of $223,400 is required in 1981 for installation of a seventh letter sorting machine.

TABLE VIII - 3

OPERATING EXPENSES - ROCHESTER, NY
(Actual Anticipated Dollars 000)

	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	TOTAL
PRESENT SITUATION											
Distribution Consolidation	302	320	339	359	381	404	428	454	481	510	3981
Carrier Consolidation	126	133	141	150	159	168	178	189	200	212	1661
Facility Consolidation	183	193	205	217	231	244	259	275	291	309	2413
Manual Letter Distribution	409	452	499	550	607	621	686	758	838	925	6345
Transportation	158	167	177	188	199	211	224	237	251	266	2001
Building Maint. & Custodial	68	72	76	80	85	90	96	102	108	114	896
Structural Maintenance	85	79	70	62	53	42	29	16	5	-17	424
Rent	145	154	163	173	183	194	206	218	232	245	1913
TOTAL	1476	1572	1672	1782	1900	1977	2108	2251	2409	2567	19714
SPLIT OPERATION - ALTERNATE A											
Distribution Consolidation	230	243	258	273	290	307	326	345	366	388	3031
Carrier Consolidation	72	76	80	85	90	96	102	108	114	121	949
Facility Consolidation	104	110	116	123	131	139	147	156	165	175	1370
Building Maint. & Custodial	227	240	255	270	286	303	322	341	361	383	2992
Structural Maintenance	1	3	4	5	7	9	12	14	17	19	91
Utilities	36	38	40	42	45	48	51	54	57	60	475
Rent	139	5	5	6	6	6	7	7	8	8	197
Moving Costs, LSM Training	186					16					202
TOTAL	995	717	761	806	855	926	968	1026	1091	1157	9307
SAVINGS FROM PRESENT SITUATION	-481	-855	-911	-976	-1045	-1051	-1140	-1225	-1318	-1410	-10407
SPLIT OPERATION - ALTERNATE B											
Utilities	33	35	37	39	41	45	46	49	52	55	432
Rent	167	40	42	45	48	50	54	57	60	64	627
Moving Costs, LSM Training	186					16					202
TOTAL	386	75	79	84	89	111	100	106	112	119	1261
SAVINGS FROM PRESENT SITUATION	-1090	-1497	-1593	-1698	-1811	-1865	-2008	-2145	-2297	-2448	-18453

TABLE VIII - 4

CASH FLOW - ROCHESTER, NY

(CONSTANT DOLLARS - $000)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	RESIDUAL
ALTERNATE A - SPLIT OPERATION													
SITE & SITE PREPARATION	1159	1204											-2975
BUILDING CONSTRUCTION	2657	10630											-116[illegible]
EQUIPMENT		2212					167						
MAINTAIN FIXED PRESENT SITUATION			-454	-761	-765	-773	-780	-741	-758	-769	-780	-787	
TOTAL	3816	14046	-454	-761	-765	-773	-613	-741	-758	-761	-780	-787	-[illegible]
ALTERNATE B - NEW GPF													
SITE & SITE PREPARATION	3749												-4353
BUILDING CONSTRUCTION	1140	12693											-12489
EQUIPMENT		2212					167						
[illegible]			-755										
[illegible]			-1028	-1332	-1338	-1345	-1353	-1315	-1335	-1346	-1360	-1367	
TOTAL	4889	15905	-1783	-1332	-1338	-1345	-1186	-1315	-1335	-1346	-1360	-1367	-16842
CASH FLOW DIFFERENCE (B - A)	1073	1859	-1329	-571	-572	-572	-572	-574	-577	-577	-579	-580	-2174

Table VIII-5

VMF CASH FLOW - ROCHESTER NY
(ACTUAL ANTICIPATED DOLLAR - THOUSAND DOLLARS)

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	RESIDUAL
ALT 1 - NEW VMF													
Construction	180	903											-1174
Operation Labor			530	562	595	631	669	709	751	797	845	895	
Gas, Oil, & Supplies			78	83	88	93	98	104	111	117	124	131	
Parts			98	117	124	131	139	147	156	166	176	186	
Utilities & Communication			8	8	9	10	10	11	11	12	13	14	
Shuttle Time			36	38	40	43	45	58	51	54	57	61	
TOTAL	180	903	750	795	843	893	947	1004	1064	1128	1195	1267	-1174
ALT 2 - CONTRACT OUT													
Contract Labor			563	597	633	671	711	753	799	847	897	951	
Gas, Oil, & Supplies			151	160	170	180	191	202	214	227	241	255	
Parts			175	186	197	208	221	234	248	263	279	296	
Shuttle Time			98	104	110	117	124	131	139	147	156	166	
Contract Administration			59	63	66	70	74	79	84	89	94	100	
Emergency Service			41	43	46	49	52	55	58	62	65	69	
TOTAL			1087	1152	1221	1284	1372	1454	1541	1634	1732	1836	
CASH FLOW DIFFERENCE													
Alt. 1 - Alt. 2	180	903	-337	-357	-378	-401	-425	-450	-477	-506	-537	-569	-1174

TABLE VIII - 6

ECONOMIC ANALYSIS SUMMARY - ROCHESTER, NY

Situation Compared	INVESTMENT ($000) Total	INVESTMENT ($000) Incremental	ANTICIPATED DOLLAR Total Benefit ($000)	ANTICIPATED DOLLAR DCF-ROR %	CONSTANT DOLLAR Total Benefit ($000)	CONSTANT DOLLAR DCF-ROR %
Alt. B - New GMF	20,794	2,932	8,846	27	6,503	22
over						
Alt. A - Split Operation	17,862					
Alt. 1 - New VMF	1,083	1,083	4,437	34	3,370	29
over						
Alt. 2 - Contract	0					

Note: Total benefit does not include residual value.

EXHIBIT 95 — U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

EXHIBIT IX

PROJECT CASH FLOW

The anticipated cash flow of the new GMF and VMF was compared to the anticipated cash flow of the present situation (keeping the existing MPO, VMF, and leased annex) to demonstrate the overall monetary effect of the proposal to build a new postal facility.

Table IX-1 tabulates the annual net cash outflow as the difference between the annual outflow and the annual inflow and savings. The outflow represents investments and working capital. Investments are primarily for land, building, and mechanization equipment; whereas working capital is for vehicles, furniture and mail handling equipment. Net depreciation was calculated for building, vehicles, mechanization, equipment, and furniture but was not included in the cash outflow since depreciation is not an item of actual cash flow.

The cash inflow consists of the sale of the old MPO for $800,000 and savings produced by the new project such as mechanization, rent avoidance, consolidation efficiencies, and new building economies. The annual savings of the GMF are compared to continuing the present situation in Table VIII-3 of Exhibit VIII. These savings are summarized in Table IV-2.

EXHIBIT IX

EXHIBIT 95 — U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

Non-economic benefits of the proposed new facility, not reflected in the cash flow charts, include: working conditions raised to standard levels; adequate parking provided for employees, customers, and postal vehicles; consolidation of operations; future expansion capability, and compatibility with the Bulk Mail Network and the proposed Preferential Mail Network.

TABLE IX - 1

PROJECT CASH FLOW

ROCHESTER, NY

(Anticipated Dollars - $000)

	OUTFLOW			INFLOW & SAVINGS		
YEAR	INVEST	WORKING CAPITAL	NET DEPRECIATION	CAPITAL	OTHER SAVINGS	NET CASH OUTFLOW
1975	5069					5069
1976	16808	800				17608
1977		55	562	800	1090	-1835
1978			562		1497	-1497
1979			562		1593	-1593
1980			562		1698	-1698
1981	223		562		1811	-1588
1982			562		1866	-1866
1983			562		2008	-2008
1984			562		2145	-2145
1985			562		2297	-2297
1986			562		2448	-2448
TOTAL	22100	855	5620	800	18453	3702

Residual value of new facility at market value in 1986 = $21,890,000.

Depreciation is not included in the net cash outflow.

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TABLE IX - 2

SUMMARY OF SAVINGS

10 - YEAR
(Thousand Dollars)

HARD SAVINGS		
Rent Avoidance		1,286
SOFT SAVINGS		
Mechanized Letter Distribution		6,345
Consolidation		
Distribution	3,981	
Carrier	1,666	
Facility	2,413	8,055
Transportation		2,081
Custodial & Maintenance		
Bldg. Maintenance & Cust.	896	
Structural Maintenance	424	
Utilities	(432)	888
One-Time Expenses		
Moving	(150)	
Training	(52)	(202)
TOTAL		18,453

EXHIBIT X
PROJECT SCHEDULE
ROCHESTER, NEW YORK

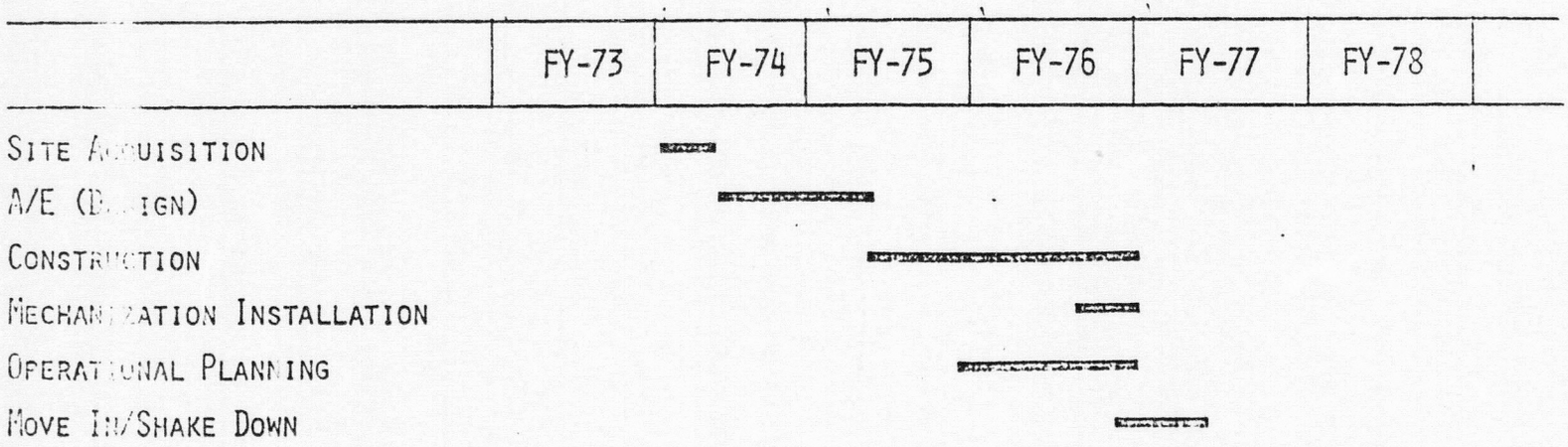

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EXHIBIT XI

INVESTMENT BUDGET SCHEDULE - ROCHESTER, NY
($000)

	1975	1976	1977	Total
Land Acquisition	1,923			1,923
Site Preparation	1,898			1,898
A/E Design	987			987
Building Construction		11,800		11,800
Enclosed Parking		1,380		1,380
VMF		800		800
Mechanization		2,212		2,212
COE Support	261	616		877
Total Project Cost	5,069	16,808		21,877
Sale of MPO			(800)	(800)

Note: Investment costs of $223,000 in 1981 for the seventh LSM are not shown.

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EXHIBIT XII

SERVICE STANDARDS - ROCHESTER, NY

In order to insure that expeditious mail delivery is maintained, service standards have been established which define the areas for overnight mail delivery, two day delivery, and three day delivery. In general, overnight delivery is required in the local area and adjacent areas, second day delivery is required within a 600 mile radius and third day delivery is outside that radius. The Postal Service's goal is to deliver 95% of the mail within the established service standards. The overnight and second day delivery areas for Rochester and Elmira are listed in Table XII - 1.

The ODIS Origin - Destination Information System provides a measure of how well the service standards are being met. Figure XII - 1 shows the ODIS measured performance of Rochester and Elmira for first-class stamped mail. Overnight delivery generally exceeds the 95% criteria. However, delivery in the three day area falls slightly below standard, and two day delivery seldom meets established goals. The degradation of service during the winter holiday season is markedly noticeable on the figure.

Both alternates analyzed in this report provide the Postal Service with the facilities and equipment in Rochester required to meet the 95% service criteria through 1987.

TABLE XII -1

SERVICE STANDARDS - OVERNIGHT AND TWO-DAY DESTINATIONS

ORIGINATING ROCHESTER AND ELMIRA, NY

SCF	DESTINATION	ORIGIN R	ORIGIN E
010	Springfield, MA	2	2
012	Pittsfield, MA	2	2
013	Greenfield, MA	2	2
014	Worcester, MA	2	2
017	Framingham, MA	2	2
018	Woburn, MA	2	2
019	Lynn, MA	2	2
020	Canton, MA	2	2
023	Brockton, MA	2	2
025	Buzzards Bay, MA	2	2
026	Hyannis, MA	2	2
029	Providence, RI	2	2
030	Manchester, NH	2	2
032	Concord, NH	2	2
034	Keene, NH	2	2
035	Littleton, NH	2	2
038	Portsmouth, NH	2	2
040	Portland, ME	2	2
042	Auburn, ME	2	2
043	Augusta, ME	2	2
044	Bangor, ME	2	2
047	Calais, ME	2	2
048	Rockland, ME	2	2
049	Waterville, ME	2	2
050	White River Junction, VT	2	2
051	Bellows Falls, VT	2	2
052	Bennington, VT	2	2
053	Brattleboro, VT	2	2
054	Burlington, VT	2	2
056	Montpelier, VT	2	2
057	Rutland, VT	2	2
058	St Johnsbury, VT	2	2
060	New Britain, CT	2	2
062	Willimantic, CT	2	2
063	New London, CT	2	2
064	New Haven, CT	2	2
067	Waterbury, CT	2	2
068	Stamford, CT	2	2
070	Hackensack, NJ	2	2
074	Paterson, NJ	2	2
075	Plainfield, NJ	2	2
077	Red Bank, NJ	2	2
078	Dover, NJ	2	2
079	Summit, NJ	2	2
080	Woodbridge, NJ	2	2
081	Camden, NJ	2	2
082	Newark, NJ	2	2
084	New Brunswick, NJ	2	2
100	New York, NY	2	2
103	Staten Island, NY	2	2
104	Bronx, NY	2	2
105	Westchester Co, NY	2	2
109	Suffern, NY	2	2
110	Queens, NY	2	2
111	Long Island City, NY	2	2
112	Brooklyn, NY	2	2
113	Flushing, NY	2	2
114	Jamaica, NY	2	2
115	Mineola, NY	2	2
116	Far Rockaway, NY	2	2
117	Hicksville, NY	2	2
119	Riverhead, NY	2	2
120	Albany, NY	2	2
124	Kingston, NY	2	2
125	Poughkeepsie, NY	2	2
127	Monticello, NY	2	2
128	Glens Falls, NY	2	2
129	Plattsburg, NY	2	2
130	Syracuse, NY	1	1
133	Utica, NY	1	1
136	Watertown, NY	1	1
137	Binghamton, NY	2	1
140	Buffalo, NY	2	2
144	Rochester, NY	1	1
147	Jamestown, NY	2	2
148	Elmira, NY	1	1
150	Pittsburgh, PA	2	2
153	Washington, PA	2	2
154	Uniontown, PA	2	2
155	Johnstown, PA	2	2
156	Greensburg, PA	2	2
157	Indiana, PA	2	2
158	Dubois, PA	2	2
160	Butler, PA	2	2
161	New Castle, PA	2	2
163	Oil City, PA	2	2
164	Erie, PA	2	2
166	Altoona, PA	2	2
167	Bradford, PA	2	2
168	State College, PA	2	2
169	Wellsboro, PA	2	1
170	Harrisburg, PA	2	2
172	Chambersburg, PA	2	2
173	York, PA	2	2
175	Lancaster, PA	2	2
177	Williamsport, PA	2	2
178	Sunbury, PA	2	2
179	Fortsville, PA	2	2
180	Lehigh Valley, PA	2	2
182	Hazelton, PA	2	2
184	Scranton, PA	2	2
186	Wilkes Barre, PA	2	2
188	Montrose, PA	2	2
189	Morristown, PA	2	2
190	Philadelphia, PA	2	2
195	Reading, PA	2	2
197	Wilmington, DE	2	2
199	Dover, DE	2	2
200	Washington, DC	2	2
206	Prince Georges, MD	2	2
210	Baltimore, MD	2	2
215	Cumberland, MD	2	2
216	Easton, MD	2	2
217	Frederick, MD	2	2
218	Salisbury, MD	2	2
220	Northern Virginia, VA	2	2
224	Fredericksburg, VA	2	2
226	Winchester, VA	2	2
227	Culpeper, VA	2	2
228	Harrisonburg, VA	2	2
229	Charlottesville, VA	2	2
230	Richmond, VA	2	2
233	Norfolk, VA	2	2
238	Petersburg, VA	2	2
239	Farmville, VA	2	2
240	Roanoke, VA	2	2
242	Bristol, VA	2	2
243	Pulaski, VA	2	2
244	Staunton, VA	2	2
245	Lynchburg, VA	2	2
247	Bluefield, WV	2	2
249	Lewisburg, WV	2	2
250	Charleston, WV	2	2
254	Martinsburg, WV	2	2
255	Huntington, WV	2	2
258	Beckley, WV	2	2
260	Wheeling, WV	2	2
261	Parkersburg, WV	2	2
262	Buckhannon, WV	2	2
263	Clarksburg, WV	2	2
265	Morgantown, WV	2	2
266	Sutton, WV	2	2
268	Petersburg, WV	2	2
430	Columbus, OH	2	2
433	Marion, OH	2	2
434	Toledo, OH	2	2
437	Zanesville, OH	2	2
439	Steubenville, OH	2	2
440	Cleveland, OH	2	2
442	Akron, OH	2	2
444	Youngstown, OH	2	2
446	Canton, OH	2	2
448	Mansfield, OH	2	2
450	Cincinnati, OH	2	2
453	Dayton, OH	2	2
456	Chillicothe, OH	2	2
457	Athens, OH	2	
458	Lima, OH	2	
460	Indianapolis, IN	2	2
463	Gary, IN	2	2
465	South Bend, IN	2	2
467	Fort Wayne, IN	2	2
469	Kokomo, IN	2	2
472	Columbus, IN	2	2
473	Muncie, IN	2	2
474	Bloomington, IN	2	2
475	Washington, IN	2	2
476	Evansville, IN	2	2
478	Terre Haute, IN	2	2
479	Lafayette, IN	2	2
480	Royal Oak, MI	2	2
481	Detroit, MI	2	2
484	Flint, MI	2	2
486	Saginaw, MI	2	2
488	Lansing, MI	2	2
400	Kalamazoo, MI	2	2
492	Jackson, MI	2	2
493	Grand Rapids, MI	2	2
496	Traverse City, MI	2	2
497	Gaylord, MI	2	2
498	Iron Mountain, MI	2	2
600	North Suburban, IL	2	
604	South Suburban, IL	2	
606	Chicago, IL	2	2
609	Kankakee, IL	2	2
610	Rockford, IL	2	2
612	Rock Island, IL	2	2
613	LaSalle, IL	2	2
614	Galesburg, IL	2	2
615	Peoria, IL	2	2
617	Bloomington, IL	2	2
618	Champaign, IL	2	2
620	East St. Louis, IL	2	2
623	Quincy, IL	2	2
624	Effingham, IL	2	2
625	Springfield, IL	2	2
628	Centralia, IL	2	2
629	Carbondale, IL	2	2

EXHIBIT 95 — U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

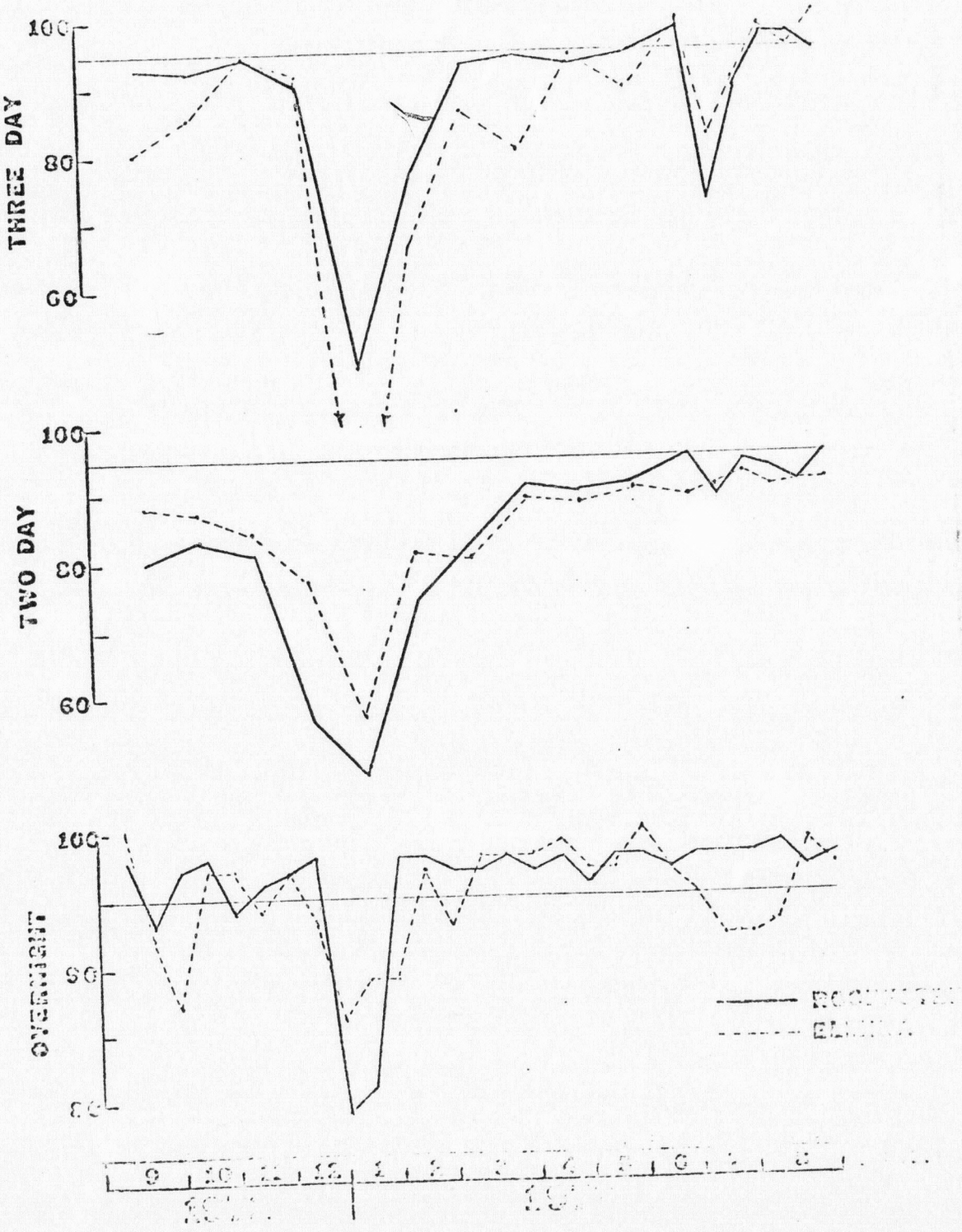

EXHIBIT 95 — U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

UNITED STATES POSTAL SERVICE
Washington, DC 20260

OUR REF: POS:PS:mi

DATE: AUG 29 1973

SUBJECT: Vehicle Maintenance Facility
Rochester, New York

TO: Manager
Requirements Analysis Branch
Process Engineering Division

Att: Mr. Jerry Bugen

Attached are estimates of annual operating expenses for two alternatives for providing vehicle maintenance at the proposed Rochester, New York PMC.

Carl F. Myers
Carl F. Myers, Director
Office of Post Office Services
Delivery Services Department

Attachment

cc: Mgr. Veh. Serv. Br. Eastern Region
Mr. Todd Kite-Programs Mgt.
Mr. Ray Hulick
Mr. Ed Smith

EXHIBIT 95 — U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

EQUIPMENT REQUIREMENTS

ROCHESTER, NEW YORK

No. Lifts: Heavy Duty 12 Light Duty - (Indicate location on DMG)

Engine Pre-Heater Outlets: Trucks - Tractors ____ No. Gas Tanks 2

Capacity of Each 5,000 ~~gals.~~ No. Gas Pumps 2 Waste Oil Capacity 550

No. Diesel Tanks: 1 Capacity of each 5000 No. of Pumps 1

Estimated square feet required for parking Postal Service vehicles at main facility (as opposed to stations and branches) at end of analysis period. (Passenger cars and trucks less than 1-ton - 300 square feet; trucks 1-ton and over, and tractors - 400 square feet; semi-trailers - 600 sq. ft.) 83,900.

REMARKS

1. Engine oil storage tanks-2 each, 550 gal. capacity.
2. Indoor parking justified and required due to cold climate.
3. A canopy is required over outdoor gasoline island.
4. Drive through automatic truck washer should be located just inside the entrance to the indoor parking area.

Eastern Region

Mgr. Veh. Services
Title

/s/ G. D. Jenson
Signature

8/28/73
Date

Carl F. Myers
Carl F. Myers, Director
Office of Post Office Services
Delivery Services Department

Note 1. Last year of analysis period 1986

Note 2. Enter name of each office. If office for Chief of Supplies is to be in stock and tool room, so indicate in 2 above, and state square feet required.

Replaces Form 4009

396

EXHIBIT 95 — U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

COST ESTIMATE INPUT TO ECONOMIC ANALYSIS OF PROPOSED

VMF CONSTRUCTION AND ALTERNATIVES THERETO FOR THE

10 - YEAR PERIOD 19 77 to 19 86

FLEET COMPOSITION

	Main Office				Perimeter Office				
	1-Ton & Under	2 and 2½-ton	5-ton and Tractors	Sub-total Main	1-Ton & Under	2 and 2½-Ton	5-ton and Tractors	Sub-total Perim.	Total
19 77	134	7	15	156	454	2	0	456	612
19 78	145	7	15	167	487	2	0	489	656
19 79	156	7	16	179	520	3	0	523	702
19 80	167	8	17	192	553	3	0	556	748
19 81	178	8	17	203	586	3	0	589	792
19 82	189	8	18	215	619	3	0	622	837
19 83	199	8	19	221	640	3	0	643	864
19 84	200	8	19	227	652	3	0	655	882
19 85	208	9	20	237	678	4	0	682	919
19 86	217	9	20	246	708	4	0	712	958

ROCHESTER N.Y.
City and State

EXHIBIT 95 — U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

Estimated Annual Operating Costs, First Year of Period 19 77 through 19 [illegible]

Alternative No. 1 - Construct a Replacement VMF

No. People	(1) Level
1	11
1	9
3	8
5	7

No. People	Level
20	5
5	4
8	4
TOTAL 43	

ESTIMATED NUMBER OF FEMALE EMPLOYEES: 4.

Gas, Oil, and Other Operating Supplies	$ 77,648
Parts	$ 98,233
Utilities & Communications	$ 7,142
Shuttle Time	$ 36,127
Other (Specify)	$
Total Amount	$ 220,150

NOTE: Costs are extended from past 12 months through first year of analysis period in proportion as the fleet increases or decreases and are compounded at 4% annually.

Alternative No. 2 - Contract for All Vehicle Maintenance

Contract Labor	$ 51,709
Gas and Oil	$ 129,237
Parts	$ [illegible]
Shuttle Time (In-house) labor to and from Contractor's facility	$ [illegible]
Contract Administration	$ [illegible]
Other (Specify)	$
Total Amount	$ [illegible]

period and are compounded at [illegible]

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EXHIBIT 95 — U.S. Postal Service, Decision Analysis Report, dated 9-28-73.

VME SPACE REQUIREMENTS

[illegible] N.Y.
Location - City and State

Period Ending 19__ (Note 1)

1. Maintenance Area	No.	Sq. Ft.	
Work Bays (Repair, Lube, etc.)	12	7200	TYPE A BAYS (600 sq ft ea)
DIAGNOSTIC BAY	1	1200	
Body Shop	1	700	
Paint Shop	1	710	
Washer (DRIVE THROUGH)	1	900	10,700 Sub Tot. Sq. Ft.

2. Support Area	Sq. Ft.	
Stock and Tool Room 800 + (710 x 4) + 100 =	2,240	(INCLUDES 240 SQ FT FOR CH. OFFICES + RECEIVING)
Battery Room	100	
Tire Repair PLUS TIRE CHANGER	550	
Equipment Storage	400	
Training Room	600	
Junk Room	150	
Janitor Closet	50	2990 Sub Tot. Sq. Ft.

3. Administrative Area	No. People	Sq. Ft.	
Private office(s) for Manager(s), Supervisor(s). (Note 2)	1	150	
CH MECHANIC/ROUTE FOREMAN	1	100	
OPERATIONS FOREMAN	1	100	
DISPATCH	2	100	
OPERATION CLERK	2	100	
General office(s) by name of office			
ADMINISTRATIVE ASST	1	150	
CLERK-STENO	6	700	
Toilet and Locker Room (Show peak no. of people)	25	710	[illegible] Sub Tot. Sq. Ft.

[illegible] PEOPLE REQUIRING [illegible]

Total Sq. Ft.

Replaces Form 4602

EXHIBIT 96 – U.S. Postal Service Memorandum regarding Capital Investment Committee Meeting, dated 10-10-73.

UNITED STATES POSTAL SERVICE
Washington, DC 20260

OUR REF:

DATE: October 10, 1973

SUBJECT: Capital Investment Committee Meeting
October 9, 1973

TO:

Attached for necessary information and action are the decisions of the meeting.

Alfred C. Bigum
Secretary
Capital Investment Committee

Attachment

EXHIBIT 96 — U.S. Postal Service Memorandum regarding Capital Investment Committee Meeting, dated 10-10-73.

CAPITAL INVESTMENT COMMITTEE
DECISIONS

October 9, 1973

MIAMI, FLORIDA

Approved, subject to Board of Governors review, the construction of a new facility with VMF for an estimated investment of $28,530,000.

ROCHESTER, NEW YORK

Approved, subject to Board of Governors review, the construction of a new facility with VMF for an estimated investment of $21,877,000.

MORGAN STATION

Deferred the proposal to proceed with Phase II of this facility pending the receipt of additional information. The item should be placed on the November 13, 1973 agenda.

LARGE SCALE COMPUTER/TELEPROCESSING EQUIPMENT - SAN MATEO PDC

Approved the investment of $4,510,000 for this requirement.

FACER-CANCELERS

Approved the procurement of up to 200 units, subject to the development of a specific delivery point for each unit by the Operations Group. The Committee is to be advised, prior to award, of the dollar value and content of the contractor proposal for this equipment.

CAPITAL INVESTMENT PROGRAM

Approved Mr. Isaacs' recommendations for expediting the FY 1974 investment plan. The Committee also directed that the FY 1974 plan and FY 1975 budget be revised, for their review, in accordance with the accomplishment plan presented by Mr. Isaacs.

CAPITAL INVESTMENT REPORTS

Requested future commitment and work load reports be changed to include the revised FY 1974 investment plan and be submitted on a monthly basis.

UNSOLICITED PROPOSAL CONTROL

Approved the format of a standard letter to potential sellers as well as a letter to Headquarters personnel, subject to the substitution of the office title for any individual's name.

EXHIBIT 96 — U.S. Postal Service Memorandum regarding Capital Investment Committee Meeting, dated 10-10-73.

NON-FIXED MECHANIZATION - STATUS REPORTS

Requested the Secretary to develop, in conjunction with all concerned offices, a status report of all CIC approved requirements. The Committee also requested that requirements be submitted to the CIC for approval after all technical and specification problems have been resolved and the item is ready for Procurement Office action.

ACB

EXHIBIT 96 — U.S. Postal Service Memorandum regarding Capital Investment Committee Meeting, dated 10-10-73.

ITEM 64

SUBJECT: Rochester, NY

BACKGROUND: The proposal for the construction of a new facility with VMF. Current facilities have space and environmental deficiencies. This proposal consolidates current split operations and satisfies environmental deficiencies. The analysis on Page 41 (Exhibit 12) includes, for the first time, the degree to which service standards are being met with current facilities and states that the proposed facility provides the facilities and equipment required to meet or exceed service standards through 1987.

The FY 1974 budget includes $34.7 million for this facility. The excess funds can be utilized to finance the Miami facility.

The analysis has been validated with a 22% constant dollar return on investment when lay-out savings of 2% are included. a 13% return is provided when lay-out savings are excluded.

ACTION REQUESTED: Approve, subject to Board of Governors review, a total investment of $21,877,000.

EXHIBIT 96 — U.S. Postal Service Memorandum regarding Capital Investment Committee Meeting, dated 10-10-73.

UNITED STATES POSTAL SERVICE
Washington, DC 20260

OUR REF: R&ED:(27)-18.88 19:gtr

DATE: October 3, 1973

SUBJECT: Rochester, New York, Proposed New Postal Facility

TO:

Secretary
Capital Investment Committee

The decision analysis on the proposed new postal facility at Rochester, New York, dated September 28, 1973, has been validated based on the following:

Agreement:

We agree with the analysis of the two alternatives:

Alternative A - Renovate present Main Post Office and construct a new annex with a total investment of $17,862.00, and

Alternative B - Construct a new general mail facility with a total investment of $20,794,000, as well as two alternatives for VMF,

Alternative 1 - Construct a replacement VMF with a total investment of $1,083,000, and

Alternative 2 - Contract all vehicle maintenance.

Comments:

(a) The investment of Alternative A is justified by a need for additional space and improved working conditions in Rochester, New York, Post Office. The economic analysis in this case is limited to the economic advantage of the proposed incremental investment of $2,932,000 of Alternative B against Alternative A.

20,794
1,083
19,877

EXHIBIT 96 — U.S. Postal Service Memorandum regarding Capital Investment Committee Meeting, dated 10-10-73.

(b) Based on the study, the incremental investment of Alternative B against Alternative A will generate a constant dollar DCF-ROR of 22% during a ten year evaluation period. The investment of $1,083,000 of the VMF Alternative 1 against Alternative 2 will generate a DCF-ROR of 29%.

(c) The anticipated savings include lay-out savings of 2% of the present peak hour work force. This is a category of savings that is not accepted by our division without a specific commitment of the local postmaster to reduce his staffing accordingly, when the new facility becomes operational. If lay-out savings are removed, the constant dollar DCF-ROR of Alternative B against Alternative A is reduced to 13% for a ten-year period - still sufficient to justify the higher investment of the Alternative B.

J. D. Runyon

J. D. Runyon
Manager
Review and Evaluation Division

cc: Mr. Gerald W. Bugen, Requirements Analysis Branch, L&ED

EXHIBIT 96 — U.S. Postal Service Memorandum regarding Capital Investment Committee Meeting, dated 10-10-73.

UNITED STATES POSTAL SERVICE
Washington, DC 20260

OUR REF:

DATE: [illegible] 73

SUBJECT: Rochester, New York - General Mail Facility
Decision Analysis Report

TO:
Executive Secretary
Capital Investment Committee

Attached are copies of the Decision Analysis Report for the proposed new facility at Rochester, New York dated September 28, 1973.

Recommendation

It is recommended that a new General Mail Facility and new Vehicle Maintenance Facility be constructed on a new site for a total capital investment of $21,877,000. The present postal facilities in Rochester are inadequate in size, environmentally deficient, and operationally inefficient.

R. E. Isaacs
Assistant Postmaster General
Real Estate and Buildings Department

EXHIBIT 97 — Minutes of Meeting of the Board of Governors of the U.S. Postal Service on 12-4-73.

THE BOARD OF GOVERNORS
Washington D C 20260

MINUTES

A regular meeting of the Board of Governors of the United States Postal Service was held at Postal Service Headquarters, L'Enfant Plaza West, Washington, D. C., on December 4, 1973, commencing at 9:15 A.M. The following members were present:

Charles Codding
Robert Earl Holding
Andrew D. Holt
George E. Johnson
Frederick R. Kappel
E. T. Klassen
Crocker Nevin
M. A. Wright.

The following was absent:

John Y. Ing.

Mr. Codding offered a brief prayer, following which the Board reviewed the minutes of the meeting held on November 5, 1973. The minutes and all of the actions and proceedings reported therein were ratified, confirmed and approved in all respects by the Board.

Mr. Nicholson briefed the members on the proposed renewal of the Postal Service's contract with its outside auditors, Ernst & Ernst. After a short discussion, the Board determined that it would be appropriate for the Audit Committee to consider

this matter and to report back to the Board prior to final Board action.

Mr. Jones described the impact of the current energy situation on the Postal Service and outlined measures that had been taken to conserve fuel wherever possible without undue degradation of service levels. Mr. Jones pointed out that emerging fuel shortages significantly threatened existing levels of service, observing by way of example that diversion of traffic from highway transportation to "piggy-back" rail transportation might reduce Diesel fuel consumption by about 4% (roughly four million gallons) but at the same time delay mail deliveries by from one to three days. A general discussion of the fuel shortage followed, during which Mr. Wright described the overall background of the problem and the prospects for eventually overcoming it, noting that the Postal Service is in a good position to promote public awareness of the need to conserve fuel.

Mr. Bailar reported on the current status of the Cost of Living Council's review of the proposed increases in postal rates that are planned to take effect on January 5, 1974, summarizing the public hearing which the Council had held on the proposed rate increases in mid-November and noting that a decision by the Council was expected in the near future.

The Board then discussed the proposed capital investment projects for new general mail facilities at Miami, Florida, and Rochester, New York, full descriptions and analyses of

these projects having been having been furnished the members in advance of the meeting. Following the discussion, and upon motion duly made, seconded, and unanimously carried, the Board approved the projects at an estimated total project cost for the Miami facility in the amount of $28,964,000 ($28,530,000 net new capital investment since $434,000 for mechanization were previously funded and have been expended) and at an estimated total project cost for the Rochester facility in the amount of $21,877,000.

Mr. James Schorr, Director, Office of Advertising, then joined the meeting, accompanied by Mr. Thomas Engel, and the Board reviewed film strips of recent public service advertising (at no cost to the Postal Service) promoting "mail early" and energy conservation messages that particularly emphasizedthe importance of earlier mailings of Christmas mail. Mr. Dorsey advised the Board that early signs indicated that the "mail early" campaign was proving to be successful.

Mr. Kappel raised the question of the schedule for Board meetings during 1974, pointing out that the "first Tuesday" in January would fall on New Year's Day. In accordance with section 3.2 of the Bylaws, the January meeting was rescheduled for Thursday, January 10, 1974.

In accordance with the Operating Procedures of the Board, Mr. Klassen recommended adjustments in the salaries of Messrs.

EXHIBIT 97 — Minutes of Meeting of the Board of Governors of the U.S. Postal Service on 12-4-73.

Brower, Gentile, Jones, and Sommerkamp and the Board decided to approve the Postmaster General's recommendations. Mr. Klassen advised the members that he had decided to appoint Mr. James R. Glassco, Jr., as Treasurer of the Postal Service and the Board approved the Postmaster General's recommendation with respect to an appropriate salary for Mr. Glassco.

Mr. Kappel reviewed with the members a letter that he proposed to send to the President of the United States, the President of the Senate and the Speaker of the House of Representatives, forwarding the Postmaster General's Annual Report for fiscal year 1973, in accordance with the requirements of the Postal Reorganization Act (39 U.S.C. §2402). The members unanimously agreed with the proposed letter and the Secretary was instructed to transmit the Report to the President and the Congress. The meeting was then adjourned at approximately 11:30 A.M.

(Signed) Louis A. Cox

Secretary

EXHIBIT 100 – U.S. Postal Service information release, dated 6-19-74.

information

UNITED STATES POSTAL SERVICE U.S. MAIL

For further information call:

(202) 245-4089

SITE, ARCHITECT SELECTED FOR NEW ROCHESTER FACILITY

FOR RELEASE AT 4 P.M.
WEDNESDAY, JUNE 19, 1974

CONSTRUCTION RELEASE NO. 12

WASHINGTON, D. C. -- The Postal Service has agreed to purchase a 43-acre site for approximately $1.6 million to construct a mail processing facility for the greater Rochester, N.Y., area.

The site is on the south side of Jefferson Road at the intersection of Saginaw Road in suburban Henrietta. The property was purchased from Sulbro Corporation of Rochester.

The service also said that is has selected The Cannon Partnership of Grand Island, N.Y., as architects and engineers for design and construction supervision. A contract has been negotiated in the amount of $776,186.

The Rochester architect and engineering firm of Barnard and May Beck will be associated with The Cannon Partnership, handling on-site inspections and construction supervision.

Plans call for a 340,000 sq. ft. mail processing facility and a separate 25,000 sq. ft. vehicle maintenance center.

The entire project is valued at more than $20 million.

EXHIBIT 102 – U.S. Postal Service Memorandum from William S. Usher to Office of the General Council, dated 10-31-74, regarding environmental impact statement.

Task Order # 105140-74-F-1-003
Rochester, New York - GMF & VMF

OCT 21 1974

Environmental Impact Assessment

Office of General Council

Gentlemen:

I concur in the finding of this Environmental Impact Assessment that the Environmental Impact Statement is not required. Your agreement with this conclusion would finalize this action. Attached are the only comments received from Review Elements of this office.

/S/

William F. Usher, Construction Manager
Eastern Region, Construction Management Division
Office of Administration & Program Management
Real Estate and Building Department

Encl: Environmental Impact Assessment Booklet
Comments from the following:
Headquarters FMSSC
J. P. Tice, General Manager - Environmental Services Division
Employee Relations Department

CC: Mr. S. Spadone
Mr. C. Cole
Mr. W. Hartegan - Technical Staff FMSSC
Mr. J. P. Tice, General Manager - Environmental Services Division
Employee Relations Department

Exb. H

EXHIBIT 102 — U.S. Postal Service Memorandum from William S. Usher to Office of the General Council, dated 10-31-74, regarding environmental impact statement.

REVIEW COMMENTS

PROGRAM MGR.	FMSSC SR PROJ COORDINATOR	TASK ORDER NUMBER
	C. COLE	10-9450-74-F-1-0603

SCHEMATIC	DATE: OCT. 3, 1974	INSTALLATION NAME
☐ CONCEPT	BY: FEDELI / OTMANY / HARTOGGEN	ROCHESTER, N.Y.
☐ INTERMEDIATE	☐ BUILDING REGION	ORGANIZATIONAL ELEMENT
☐ FINAL	☐ MECHANIZATION	HQ. FMSSC

ITEM NO.	DWG SPEC	COMMENTS	USPS CONCUR	REVIEW CONF CONCUR	ACTION	FINAL DISPOS
		EVALUATION OF ENVIRONMENTAL ASSESSMENT DOCUMENT DATED 12 SEPT 74				
1.		THE REPORT APPEARS TO BE ADEQUATE, AND THE CONCLUSION THAT AN ENVIRONMENTAL IMPACT STATEMENT IS NOT REQUIRED APPEARS TO BE CORRECT.				
2.		THE REPORT RECOMMENDS PROVIDING A NATURAL BARRIER OF EVERGREENS ALONG THE SOUTH BOUNDARY OF THE PROPERTY ADJACENT TO A RESIDENTIAL AREA (PAGE 15, P2), AND THE PLANTING OF TREES ON THE ISLANDS WITHIN THE PARKING LOTS (PAGE 14, P2). THE CONCEPT DRAWINGS DO NOT INDICATE THAT THESE SUGGESTIONS ARE BEING COMPLIED WITH.				

EXHIBIT 102 — U.S. Postal Service Memorandum from William S. Usher to Office of the General Council, dated 10-31-74, regarding environmental impact statement.

30% Design Review Comments. Meeting Sept. 16 & 17, 1974

September 25, 1974

(25) as stated by Ed Smith and concurred by George Williams.

(26) Decision to reduce VMF by USPS to original 18,000 sq. ft. or less - savings of $250,000.00.A/E stated answer in 2 weeks would be necessary.

(27) Mr. Spadon stated - Electric oil for heavy duty lifts shall be used for this project.

(28) Vision panel in overhead door to remain.

(29) Dicussed use of precast panels in lieu of metal panels - as to the esthetic thought given to the building design. A/E to provide samples and photos. (spancrete).

(30) Mr. Spadone stated Mr. Dean Flemming will sign off after new office layout is approved by headquarters USPS.

(31) Mechanical A.H.U. cannot have urethane insulation.

(32) Mr. Spadone to verify guard house inclusion.

(33) Fence lighting - A/E to study for possible reduction in cost.

(34) USPS should have some exposure to Henrietta town officials. USPS should contact officials.

(35) Environmental impact assessment was geared to physical environment only not economical or political.

EXHIBIT 102 — U.S. Postal Service Memorandum from William S. Usher to Office of the General Council, dated 10-31-74, regarding environmental impact statement.

ER:ESD:DRJohnson:GE

Rochester, NY Post Office and VMF

John Wiernicki, Manager
Facilities Development Branch
Real Estate & Buildings Department

Attn: S. J. Spadone

In response to your request, a review has been made of the Environmental Assessment Report, dated 13 September 1974, on the planned Rochester, New York Post Office and Vehicle Maintenance Facility. Our comments, which follow, relate to the impact we perceived in two different directions:

(1) Impact on the community

(2) Impact on postal employees

1. Impact on the Community

The planned facility is a potential source of irritation to the community because of the changes it will introduce in terms of (a) vehicular traffic, operational and employee, (b) noise, and (c) illumination of a previously dark area.

(a) Traffic

Early advice of our plans should be given to local, county and state highway officials in order that access roads may be modified, as necessary, to accommodate the anticipated traffic.

(b) Noise (Ref. page 8)

The anticipated noise levels, while not particularly harmful, may be objectionable to the neighbors in the residential area south of the site. The Cannon

EXHIBIT 102 — U.S. Postal Service Memorandum from William S. Usher to Office of the General Council, dated 10-31-74, regarding environmental impact statement.

recommendation for an acoustical barrier of trees along the south property line should not be overlooked.

(c) Illumination (Ref. page 15)

Our neighbors at other sites have raised strenuous objections to the night glare of the lights erected to illuminate parking lots and vehicle maneuvering areas. Care must be exercised to minimize this possibility by limiting the height of the masts on which lights are mounted; and by planting the above mentioned screen line of trees.

Considering the possible adverse reaction of our neighbors to these factors we probably cannot place complete confidence in conclusion No. 3 of the contractor that "the effect of this action will not be environmentally controversial."

2. Impact on Postal Employees

This report leaves the reader with the impression that the project site was selected primarily on the basis of operational considerations and soil conditions; and with little regard to the impact on our present employees. Whether or not that is true, it is important that all future steps in the process of planning, designing and activating this facility include provisions for minimizing any adverse effect of the move to this site upon employees, especially minority and female employees.

Items of particular concern are:

(a) Availability of Public Transportation

The reference to limited public transportation (page 8) and infrequent localized bus service (page 9), indicates a potential need for USPS action to arrange for better service if our employees will require public transportation to meet the 3-tour schedule indicated on page 10.

Related to this potential need should be the consideration for erecting a heated, well lighted shelter for bus riders

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EXHIBIT 102 — U.S. Postal Service Memorandum from William S. Usher to Office of the General Council, dated 10-31-74, regarding environmental impact statement.

who must wait in Rochester's average daily minimum temperature of 16.7° F in January (page 2).

(b) Availability of Housing and Community Services

The page 7 report that "more than 82% of all the inhabitants are natives born of native parentage" does not inspire confidence that minority employees would have no trouble finding housing.

(c) Proximity of Reasonably Priced Food Service (Public)

This factor needs investigation in order to adequately plan and design the "in-house" food service.

(d) Proximity of Medical Service, Hospital, Ambulance, and Public Health Service

Essential to planning USPS medical space and staffing.

(e) Employee Safety of Ingress and Egress from Site

Entrance and exit drive to permit queuing appropriate to traffic conditions on the access road.

If there are any questions regarding these comments as they might apply to the Rochester Environmental Assessment or any other in the future, we'd like to talk to you about them.

J. P. Tice, General Manager
Environmental Services Division
Employee Relations Department

cc: A. J. Prejean

BEST COPY AVAILABLE

EXHIBIT 102 — U.S. Postal Service Memorandum from William S. Usher to Office of the General Council, dated 10-31-74, regarding environmental impact statement.

OCT 30 1974

The Cannon Partnership
2170 White Haven Road
Grand Island, New York 14072

Re: Rochester, N. Y. CMF
Contract No. 109450-74-R-0-006
Environmental Impact Assessment

Dear Mr. Eberl:

The draft Environmental Assessment submitted with your Concept submission has been reviewed and found to be satisfactory.

We concur in your findings that an Environmental Impact Statement is not required.

Please prepare the report in final form and forward six copies to this office.

Sincerely,

/s/

W. F. Usher
Construction Manager
Eastern Region
Construction Management Division
Real Estate and Buildings Department

CM:WFUsher:mhunt 10/30/74

PLEASE FURNISH COPY TO MR. MR. WM. CHAPT.

EXHIBIT 103 – U.S. Postal Service information release, dated 8-6-75.

NEWS

U S Postal Service • Washington, DC 20260

For further information call (202) 245-4136

FOR IMMEDIATE RELEASE CONSTRUCTION RELEASE NO. 26

CONSTRUCTION CONTRACT LET FOR GREATER ROCHESTER MAIL CENTER

A $12,195,000 contract to build a modern mail processing center to better serve the greater Rochester, N.Y., area has been awarded to Le Cesse Brothers, Inc., of Rochester.

A 400,559 square feet factory-type building will be erected on a 32-acre postal site on the south side of Jefferson Road at the intersection of Saginaw Road, Henrietta. An 18,072 square feet vehicle maintenance center will also be built on the site.

Expected to be ready for occupancy by the summer of 1977, the center is designed to improve mail distribution and transportation among the area's 128 post offices. It will also serve as a gateway center for mail coming into and going out of the region.

Architect and engineer for the facility is The Cannon Partnership of Grand Island, N.Y. The Rochester architect and engineering firm of Barnard and May Beck will perform on-site inspections and construction supervision.

###

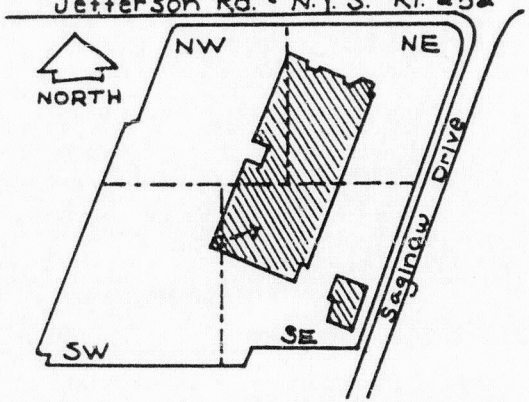
8/6/75

LeCesse Bros. Contracting Inc.

U.S. Post Office and Venicular
Maintenance Facility, Rochester, N.Y.

U.S.P.S. Project #62 W 002

metal roof deck



DEFENDANT'S EXHIBIT
D-61
FV1

mary white
photography
(716) 442-6126

28 WERNER PARK / ROCHESTER, N.Y. 14620
CONSTRUCTION & ARCHITECTURAL SPECIALISTS

DATE OF EXPOSURE FEB. 16 1976

PRINT NO. XV-G (17)

419

EXHIBITS 105 - 115 — Photographs of construction of new Postal Service facility.

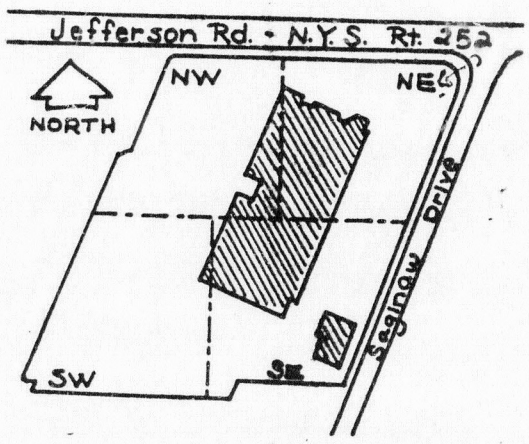
EXHIBITS 105 - 115 — Photographs of construction of new Postal Service facility.

EXHIBITS 105 - 115 — Photographs of construction of new Postal Service facility.

LeCesse Bros. Contracting Inc.

U.S. Post Office and Vehicular
Maintenance Facility, Rochester, N.Y.

U.S.P.S. Project #62 W002



mary white
photography
(716) 442-6126

28 WERNER PARK / ROCHESTER, N.Y. 14620
CONSTRUCTION & ARCHITECTURAL SPECIALISTS

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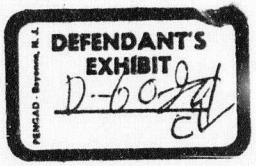
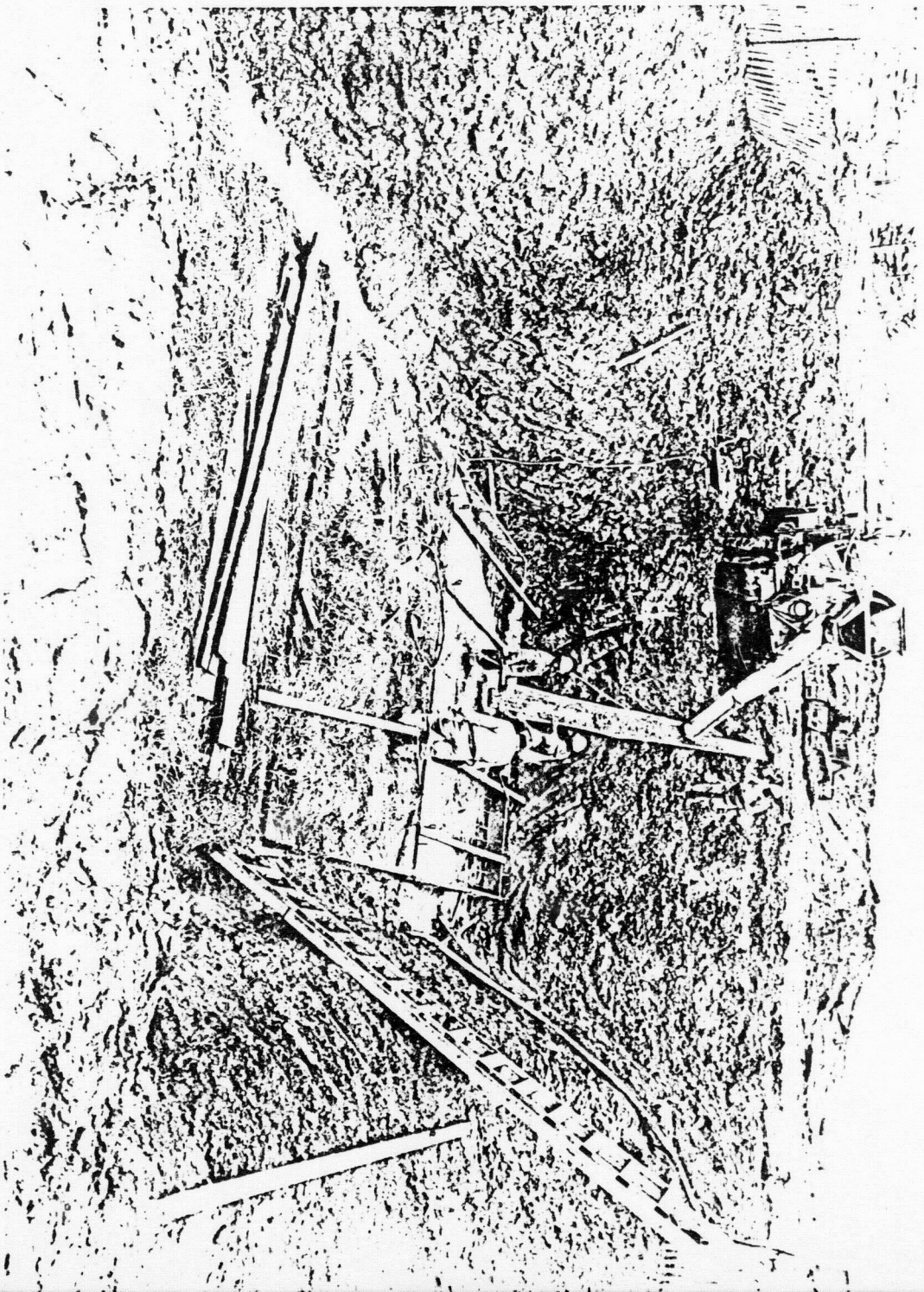


EXHIBITS 105 - 115 — Photographs of construction of new Postal Service facility.



EXHIBITS 105 - 115 — Photographs of construction of new Postal Service facility.

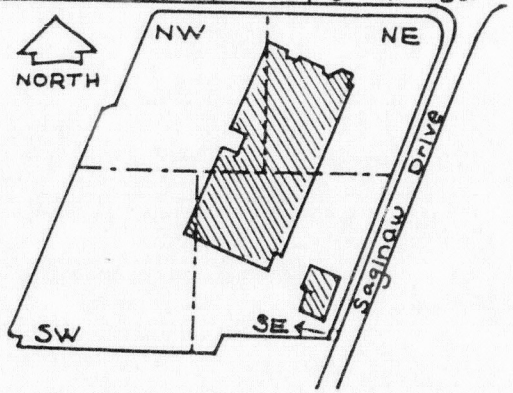
LeCesse Bros. Contracting Inc.

U.S. Post Office and Vehicular Maintenance Facility, Rochester, N.Y.

U.S.P.S. Project # 62 W002

Feul tank foundation at WMF

Jefferson Rd. - N.Y.S. Rt. 252



mary white
photography
(716) 442-6126
28 WERNER PARK / ROCHESTER, N.Y. 14620
CONSTRUCTION & ARCHITECTURAL SPECIALISTS

DATE OF EXPOSURE FEB. 16 1976

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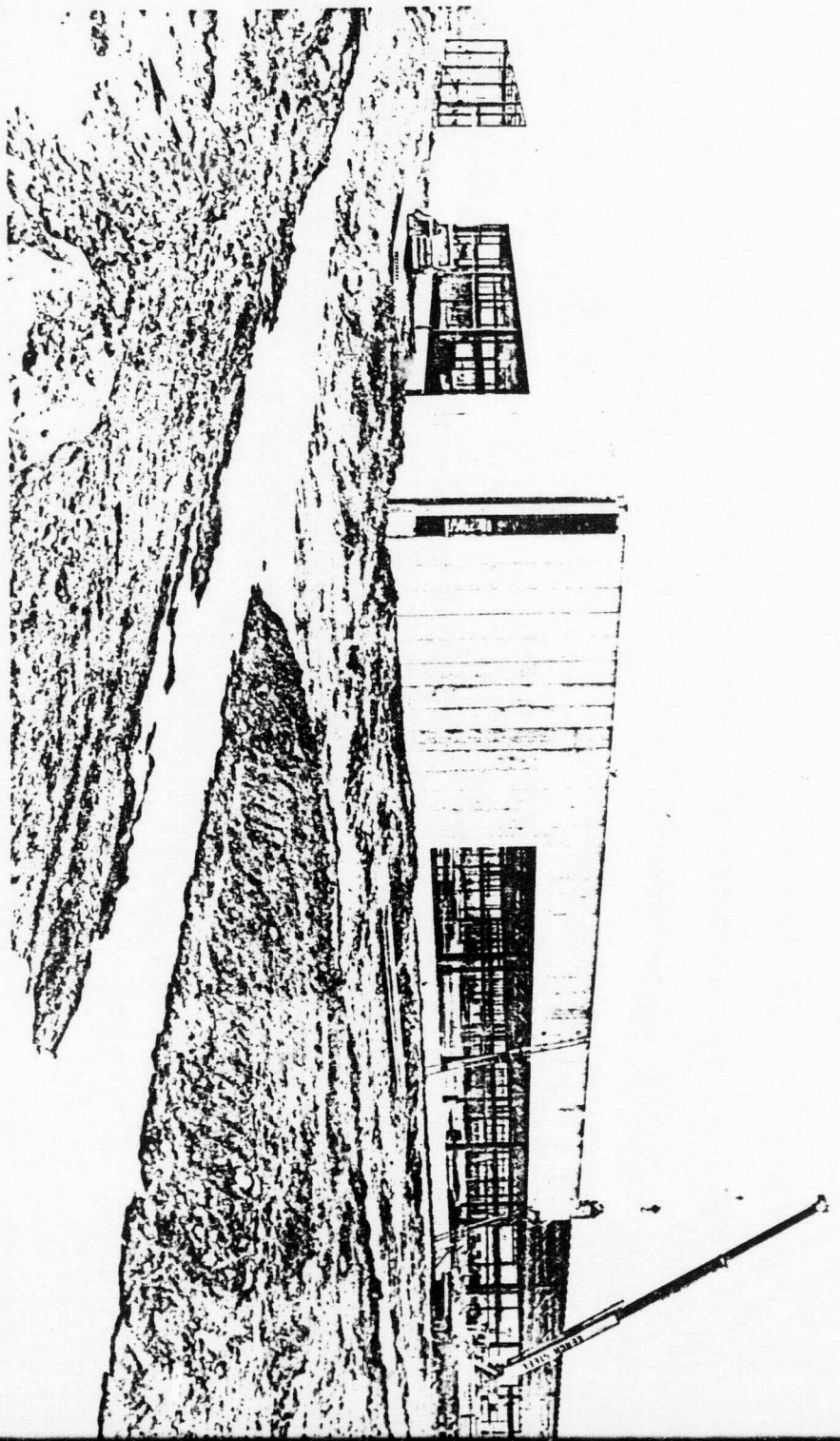
DEFENDANT'S EXHIBIT
D54-21
PENCAD Bayonne N.J.

EXHIBITS 105 - 115 — Photographs of construction of new Postal Service facility.



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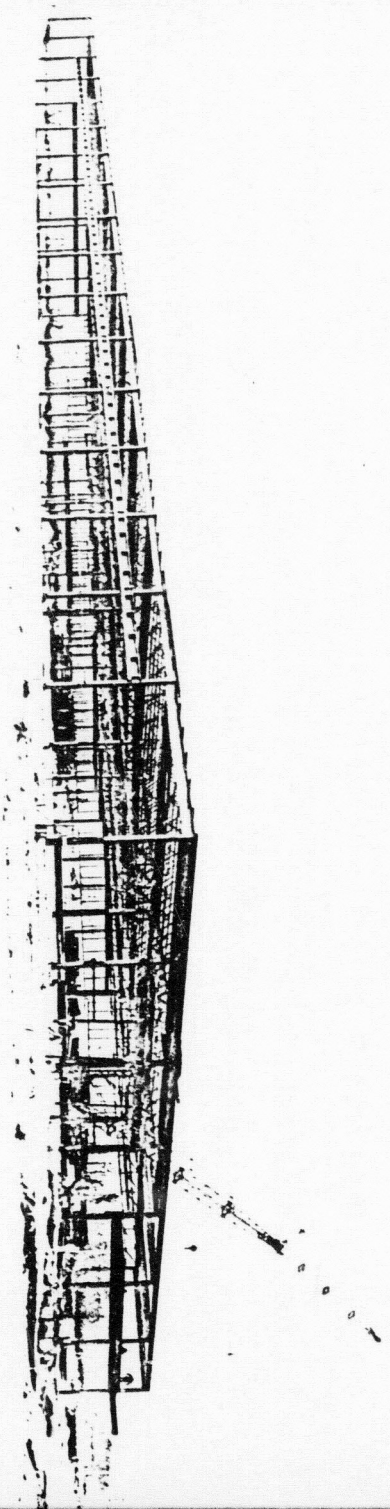

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EXHIBITS 105 - 115 — Photographs of construction of new Postal Service facility.

LeCesse Bros Contrctng Inc
1515 Lyell Av; Roch., N.Y.

U.S. Post Office and
Vehicular Maintenance
Facility USPS #62W002

mary white
photography
(716) 442-6126

28 WERNER PARK / ROCHESTER, N.Y. 14620

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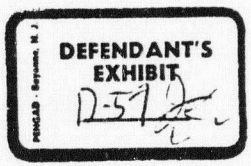

EXHIBITS 105 - 115 — Photographs of construction of new Postal Service facility.

429

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LeCesse Bros Contrctng Inc
1515 Lyell Av; Roch., N.Y.

U.S. Post Office and
Vehicular Maintenance
Facility USPS #62W002

mary white
photography
(716) 442-6126
28 WERNER PARK / ROCHESTER, N.Y. 14620
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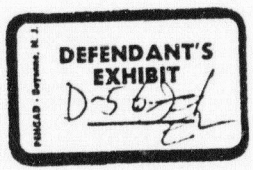

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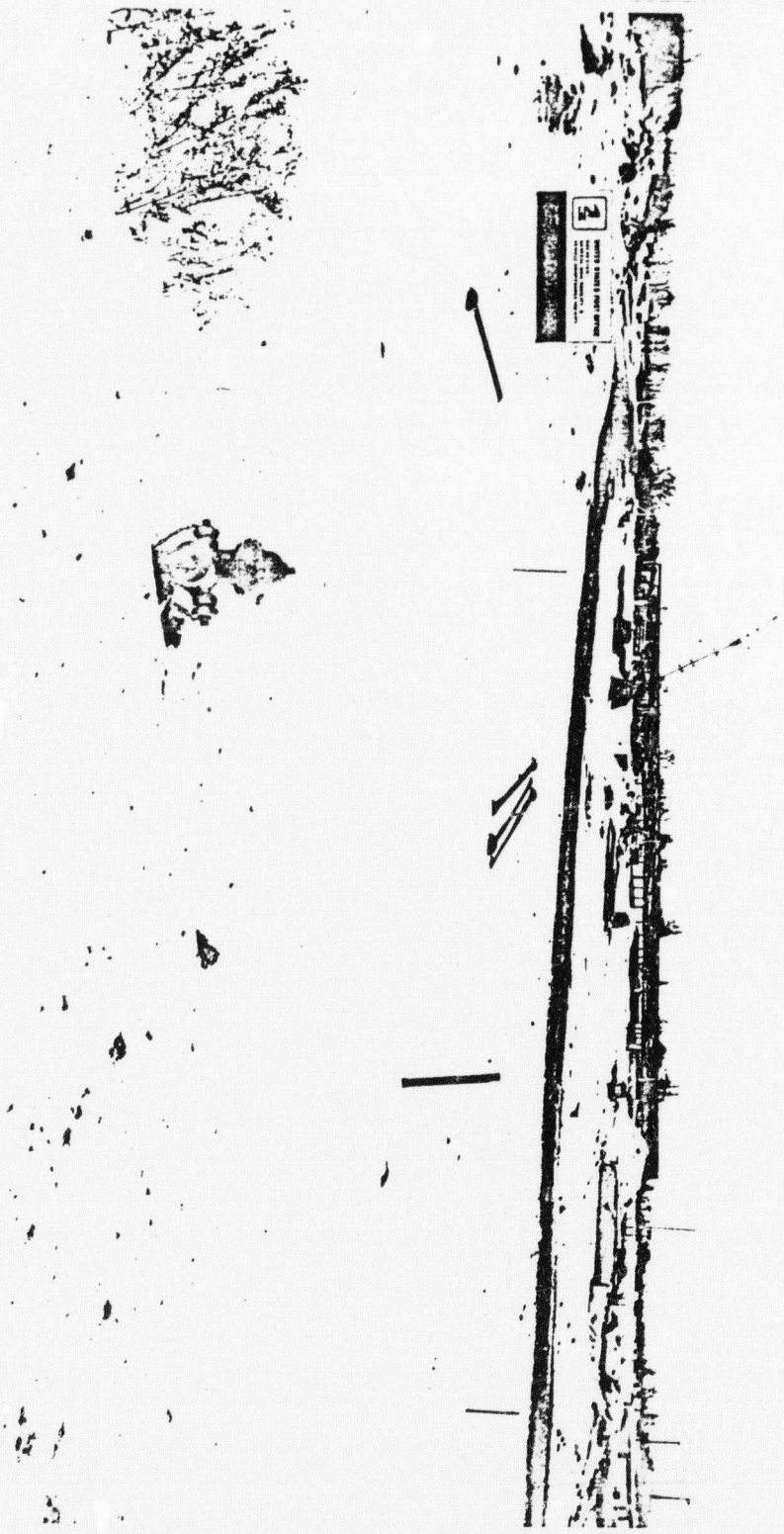

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LeCesse Bros Contrctng Inc
1515 Lyell Av; Roch, N.Y.
U.S. Post Office and
Vehicular Maintenance
Facility USPS #62W002

mary white
photography
(716) 442-6126

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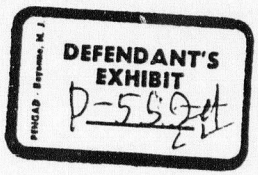

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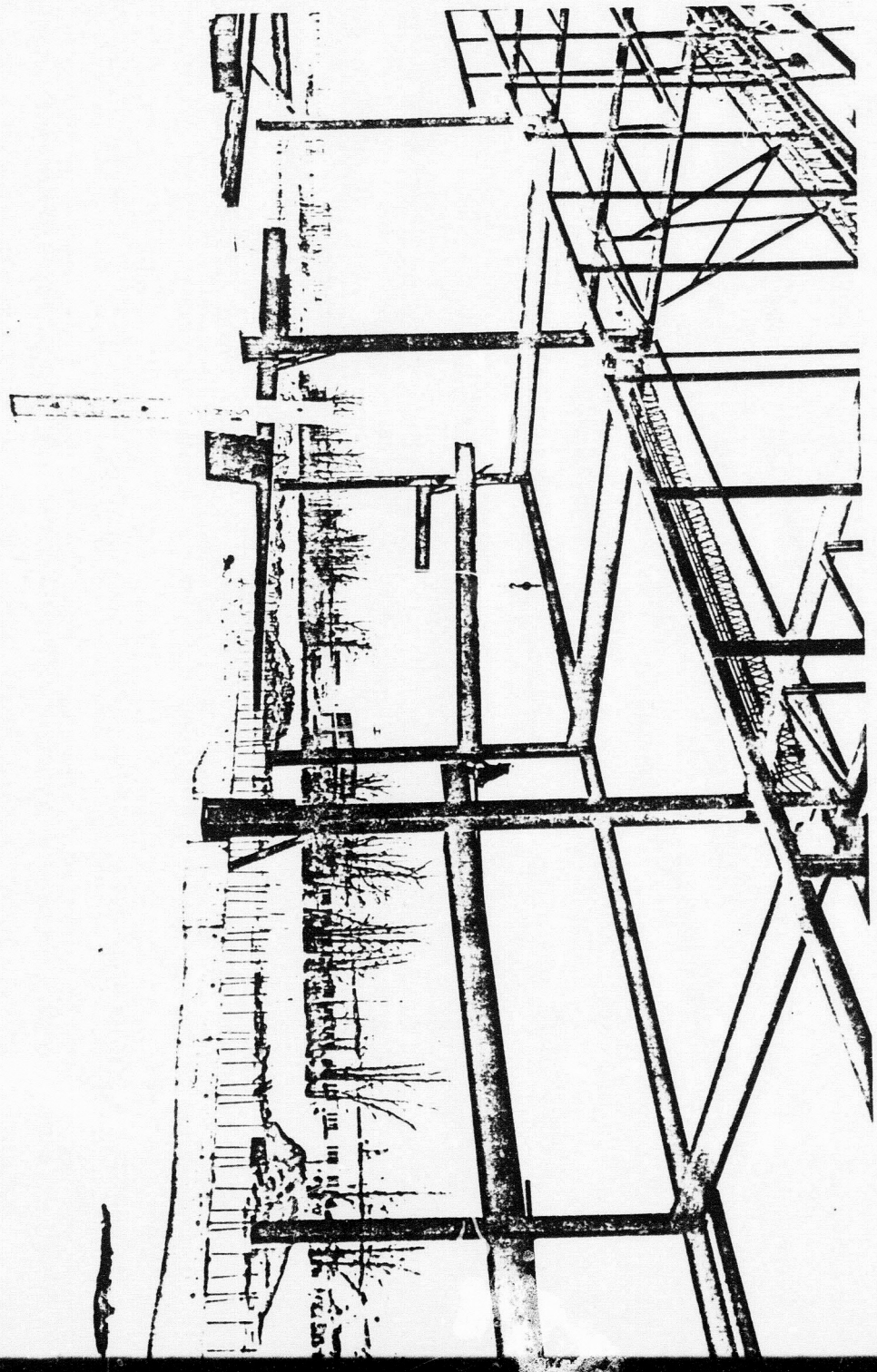

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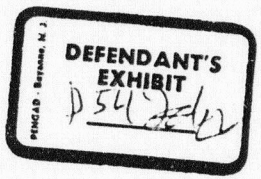
EXHIBITS 105 - 115 — Photographs of construction of new Postal Service facility.



LeDesse Bros Contrctng Inc
1515 Lyell Av; Roch., N.Y.

U.S. Post Office and
Vehicular Maintenance
Facility USPS #62W002

mary white
photography
(716) 442-5126
28 WERNER PARK / ROCHESTER, N.Y. 14620
CONSTRUCTION & ARCHITECTURAL SPECIALISTS

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PRINT NO. XV - F (9a)

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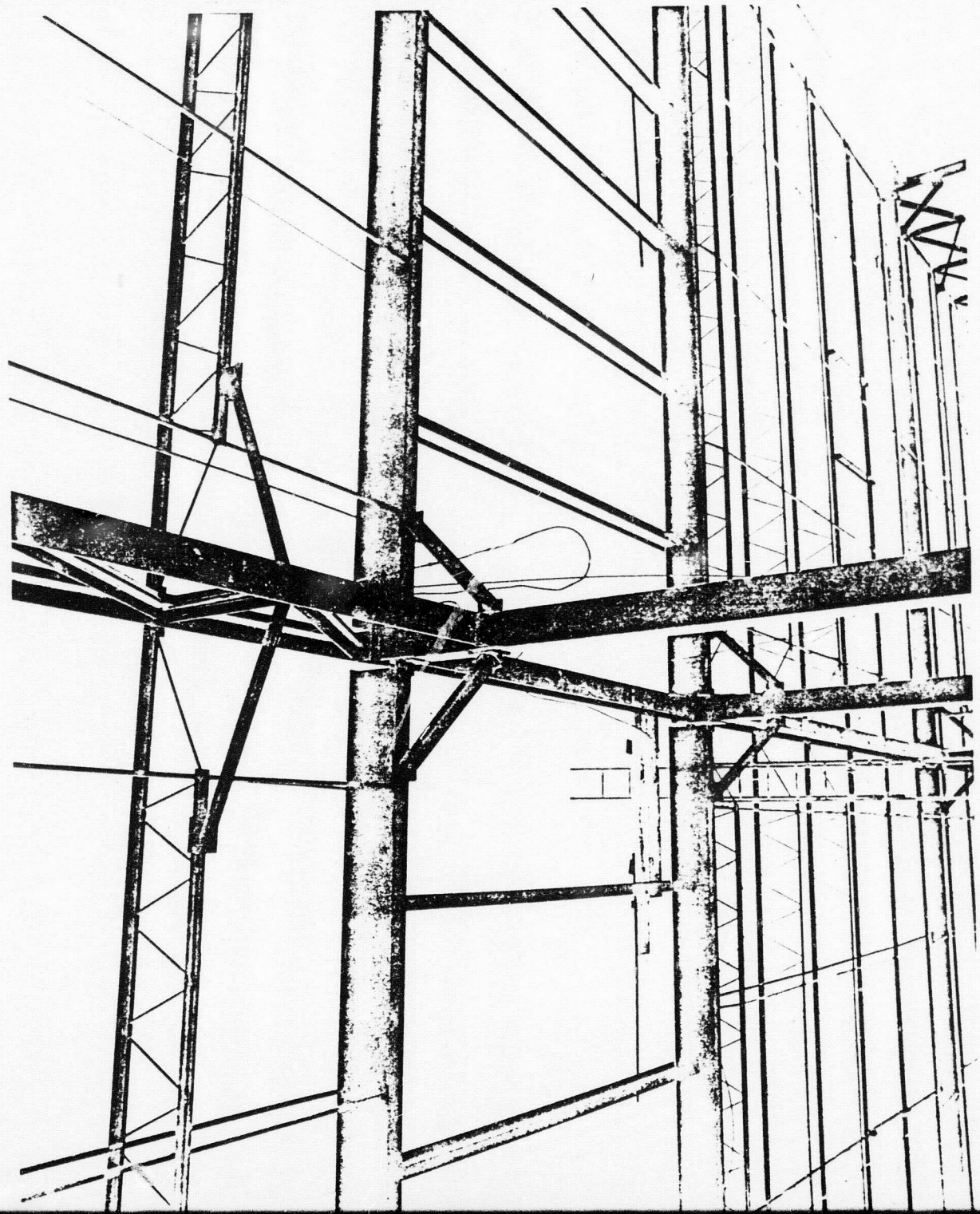
EXHIBITS 105 - 115 — Photographs of construction of new Postal Service facility.



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LeCesse Bros Contrctng Inc
1515 Lyell Av; Roch., N.Y.

U.S. Post Office and
Vehicular Maintenance
Facility USPS #62W002

MARY White
photography
(716) 442-2126
28 WERNER PARK / ROCHESTER, N.Y. 14620
CONSTRUCTION & ARCHITECTURAL SPECIALISTS
JAN. 15 1976

XV-F (10a)
Top of P-5 columns facing NW

EXHIBITS 105 - 115 — Photographs of construction of new Postal Service facility.

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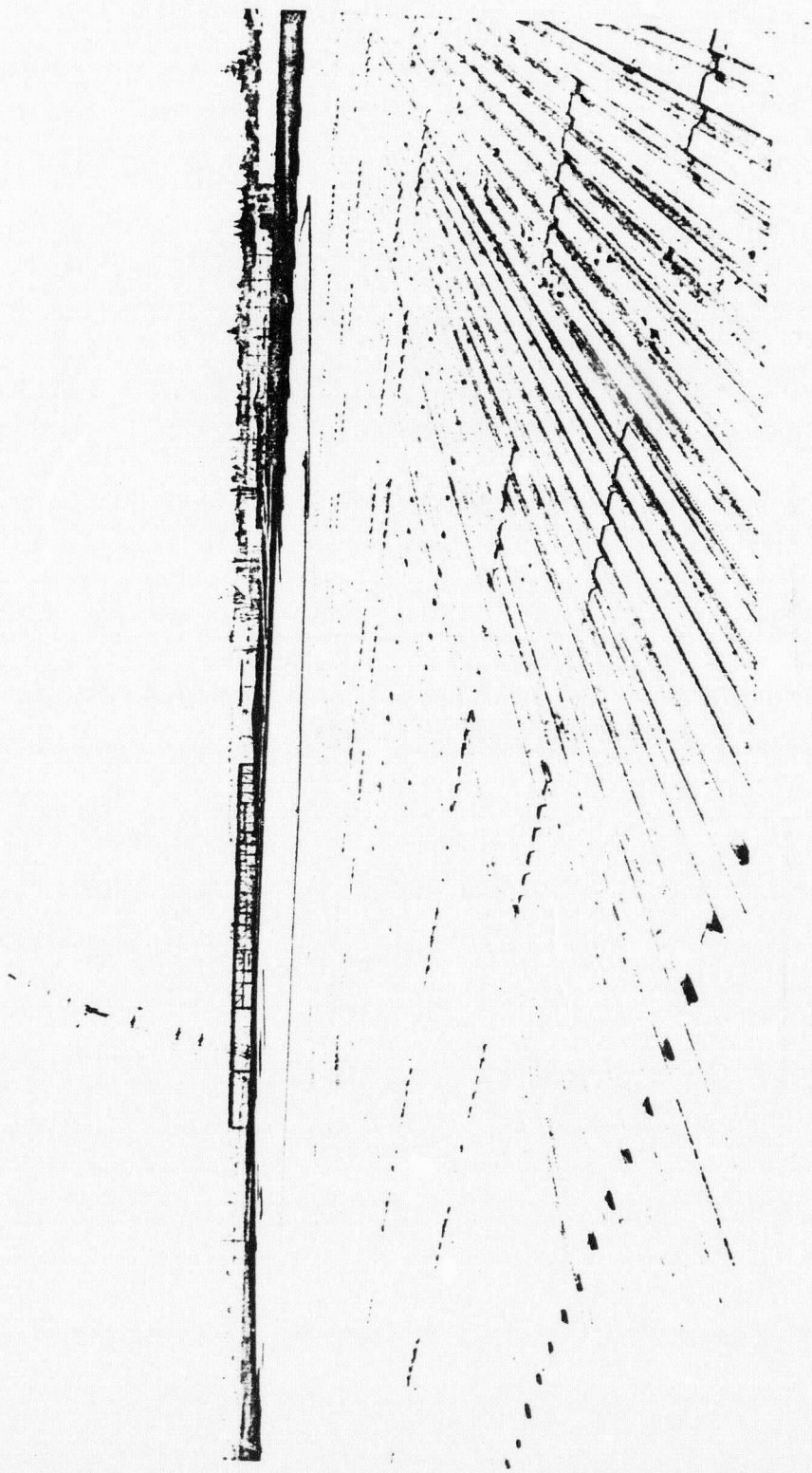

EXHIBIT 117 – U.S. Postal Service Appendix A to Procedure for Environmental Impact Assessment memorandum [annexed to Stipulation, item number 9].

APPENDIX A

PROCEDURE FOR ENVIRONMENTAL IMPACT ASSESSMENT

A1. General. To be done properly, assessments require a rigorous and thorough examination in detail to evaluate the effect the proposed project will have on man and his environment. In the early phases of project development, emphasis should be given to the alternatives and evaluation of each in light of all factors. In addition to the ecological and environmental quality aspects, man's aesthetic, social well-being, and human interests must be examined. Evaluation of the total spectrum of man's environmental involvement can only lead to better decision making. Ultimately each environmental assessment must answer two questions for the decision maker:

a. Will the proposed action, acquisition, construction, and/or operation of the facility, etc., have a significant effect on the environment?

b. Will the effect of this action result in an impact which is controversial?

If the answer to either of these questions is "yes", then a detailed draft Environmental Impact Statement complying fully with the requirements of section 102(2)(C) of the NEPA and current CEQ guidelines must be prepared. Contrary to the opinions of some decision makers and environmental activists, significant effects both detrimental and beneficial should be discussed. Even if on balance, the net effect is expected to be beneficial, an environmental impact assessment must be prepared. Documented assessments are required for projects that are not major actions or noncontroversial in order to demonstrate that the environmental consequences were adequately considered in compliance with PL 91-190.

A2. Procedure for Impact Assessment. To ensure that all major impacts are identified and evaluated, a two-step procedure which is comprehensive, systematic, and interdisciplinary is recommended. These steps are:

a. Step 1 - Identification of Impact.

(1) Define baseline for area considered in evaluation

(2) Identify potential problem

(3) Define major impacts

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EXHIBIT 117 — U.S. Postal Service Appendix A to Procedure for Environmental Impact Assessment memorandum [annexed to Stipulation, item number 9].

(4) Estimate the changes

(5) Translate the changes into specific indicators.

b. Step 2 - Evaluation of Impact Using an Impact Matrix.

(1) Determine the significance of each change

(2) Transform changes and significance into specific indicators

(3) Define a general direction for each indicator and express it in Impact Matrix.

A3. Determination of Impacts. The initial step for an environmental impact assessment is an identification of changes that would be caused by the implementation of various alternatives. These changes may take place in: the amount of critical pollutants in the area; the aesthetic characteristics; the economic base, the life patterns or culture of a region. To determine the changes produced by a specific alternative, it is necessary to relate the alternative to baseline conditions which describe the present day quality of the area. By this comparison, it is possible to determine whether or not a change would occur. The changes are then translated into the indicators of ecology, environmental quality, aesthetics, and human interest. Impacts differ by geographic areas depending on the alternatives considered and the specific objective being evaluated. They may have local, regional, and national effects. It is important to delineate the extent of the impacted areas to insure that all the major changes are evaluated and that time is not wasted discussing minor considerations.

A4. Structure for Impact Assessment. The objective of ecology, environmental quality, aesthetics, and human interest provide the base for evaluating the impacts of each alternative. Because these objectives are often open to broad interpretations due to their general nature, they should be discussed only in general terms. Figure A-01 shows the topics to be considered under each objective.

a. Ecology. Many of man's actions affect nature by altering the relationships that exist between the various organisms and their environment. These actions can cause either temporary or permanent changes in processes or components, such as the growth, maintenance, and reproduction of organisms; the relationships that exist between organisms; and the entire ecosystem. By evaluating those changes it is possible to determine the probable impact and the related importance of ecological changes. Specifically, ecological changes may be categorized into the following components:

EXHIBIT 117 — U.S. Postal Service Appendix A to Procedure for Environmental Impact Assessment memorandum [annexed to Stipulation, item number 9].

(1) Species & Populations: Territorial (land); Aquatic (water)

(2) Habitats & Communities: Territorial (land); Aquatic (water)

(3) Ecosystems: (Narrative description only).

EXHIBIT 117 — U.S. Postal Service Appendix A to Procedure for Environmental Impact Assessment memorandum [annexed to Stipulation, item number 9].

FIGURE A-01. Environmental Impacts

EXHIBIT 117 — U.S. Postal Service Appendix A to Procedure for Environmental Impact Assessment memorandum [annexed to Stipulation, item number 9].

b. Environmental Quality. Environmental quality involves the preservation or enhancement of the natural resources (land, water, air) possessing values which make them significant to an ecosystem. The treatment and disposal of waste has impact on man's health. Because toxic compounds, infections, or irritating agents impact on the public health and general welfare of society, consideration in an impact assessment is of utmost importance. Hygienic risk can be transferred to man through water and air directly or through other agents such as plants and animals. Environmental quality for humans may be evaluated by the following various pollution characteristics:

(1) Water pollution

(2) Air pollution

(3) Land pollution

(4) Noise pollution.

c. Aesthetics. Aesthetics pertains to the quality or condition of the environment as perceived by individuals, including the sensing of the presence or absence of color, odor, taste, smell, and visual considerations. Individuals vary widely in their responses to these external stimuli in the environment; thus, it is important to systematically consider and analyze the follcwing as parameters in the comparison of alternatives:

(1) Land

(2) Air

(3) Water

(4) Biota

(5) Man-made objects

(6) Composition.

d. Human Interest. Many of man's actions affect other individuals in society by changing necessities for human life, emotional lives, population density, impact on public services, tax structure or general enjoyment of life. Because man is included in the environmental system, these changes must be considered in the evaluation of alternatives. Social well-being involves the equitable distribution of income both real and psychic, and how this distribution

affects individuals or groups in society. Alternatives are evaluated in terms of their impact upon hygienic, aesthetic, and social opportunity characteristics. By determining these changes and evaluating their significance, it is possible to assess human interest objectives, such as:

(1) Education/Scientific

(2) Historical

(3) Cultures

(4) Mood/Atmosphere

(5) Life Patterns.

A5. Evaluation of Impacts Using an Impact Matrix.

a. Each of the defined impacts will be evaluated to determine the significance of changes. This significance is determined by knowledge of:

(1) Magnitude

(2) Direction (positive or negative)

(3) Individuals or groups affected

(4) Importance in the entire system.

The necessary information needed for the assessment of alternatives is determined by following the above procedure of impact identification and evaluation. Numerous changes occur for each baseline objective -- ecology, environmental quality, aesthetics, human interest, and for each alternative. A general overview of the alternative impacts is difficult to obtain. An impact matrix may be used to focus on this general overview.

b. Impact Matrix. The environmental impact matrix is a tool or method of transforming all the changes and their significance into several indices. The indices can then be easily used to completely evaluate each alternative. The matrix, Figure A-02, consists of a list of general indicators representing the four objectives on the left side of the matrix and across the top of the list of the alternatives to be evaluated. Each cell in the matrix represents a "subtotal" of impact and significance. The value placed in each of the cells in the matrix is determined

EXHIBIT 117 — U.S. Postal Service Appendix A to Procedure for Environmental Impact Assessment memorandum [annexed to Stipulation, item number 9].

y judgement. This judgement approach does not appear to present a serious limitation to the systematic evaluation of objectives. The subtotal value for each cell is expressed in the matrix in the following ways:

\+ Indicates that the major direction of the impacts represented by the indicator is positive or beneficial.

\- Indicates that the major direction of the impacts represented by the indicator is adverse or negative.

0 Indicates that there is no major direction of the impacts represented by the indicator.

+/- Indicates that there are two significant directions of the impacts represented by the indicator, positive and negative.

It is emphasized that these qualitative values (+,0,-,+/-) indicate only a general direction of that indicator for the alternative considered. A negative (-) entry should be viewed as a "red flag" indicating possible problems or adverse impacts that could result from implementation of the respective alternative. For this reason, matrix cell entries cannot be compared between alternatives, within an alternative, between objectives or totaled to obtain a single index value. To make this type of comparison it would be necessary to weigh each indicator and have quantitative as well as qualitative values in each cell. It is generally felt that a weighted approach, while reducing the subjectivity of the evaluation, tends to add together factors too diverse to represent a true picture when the sums are considered.

A6. Format. Environmental assessment will be prepared using format in Figure A-03.

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EXHIBIT 117 — U.S. Postal Service Appendix A to Procedure for Environmental Impact Assessment memorandum [annexed to Stipulation, item number 9].

OBJECTIVES	INDICATORS	ALTERNATIVES		
		1	2	3
Ecology				
	Species and Populations			
	Habitats and Communities			
	Ecosystems			
Environmental Quality				
	Water Pollution			
	Air Pollution			
	Land Pollution			
	Noise Pollution			
Aesthetics				
	Land			
	Air			
	Water			
	Biota			
	Man-made Objects			
	Composition			
Human Interest				
	Educational/Scientific			
	Historical			
	Cultural			
	Mood/Atmosphere			
	Life Patterns			

FIGURE A-02. Impact Matrix Structure

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EXHIBIT 117 — U.S. Postal Service Appendix A to Procedure for Environmental Impact Assessment memorandum [annexed to Stipulation, item number 9].

UNITED STATES POSTAL SERVICE

ENVIRONMENTAL ASSESSMENT

(Project Title)

(Date Prepared)

Prepared by:

(Name and Title)

Approved by:

(Name and Title)

FIGURE A-03. ENVIRONMENTAL ASSESSMENT (Page 1 of 3)

EXHIBIT 117 — U.S. Postal Service Appendix A to Procedure for Environmental Impact Assessment memorandum [annexed to Stipulation, item number 9].

PART I - INTRODUCTION

1. Project Location. Describe the proposed site: General and exact location - maps and photographs as required.

PART II - ENVIRONMENTAL INVENTORY

2. Environmental Setting Without the Action.

a. Physical - Geological elements, climate, topography, unique features, air and water quality.

b. Biological - Flora and fauna, zoological elements, rare or endangered species.

c. Cultural - Land use, population density and trends, regional development, transportation systems, cultural patterns, utilities.

d. Ecological relationships - Air and water pollution, health, hazards.

e. Others.

PART III - PROPOSED ACTION

3. Action Description. Describe the proposal by name and specific location and summarize its objectives, purpose and the activities which will ensue if it is adopted. Provide technical data adequate to permit a complete understanding and a careful assessment of environmental impact. Where relevant, maps and diagrammatic sketches should be provided. Identify the probable direct and secondary environmental consequences of the proposed action, activity or project. This shall include commentary on the direct impact on man's health and welfare and his surroundings. Threats to other forms of life and their ecosystems shall be included. (Examples of primary and secondary environmental consequences that should be identified are the primary military aircraft operations and the secondary impact on future land use which may result from such operations.) The direct and indirect effect of the following environmental items will be included in all environmental assessments for applicable actions, activities, and projects. Any of the items that are not applicable for the action, activity or project will still be included and noted as being not applicable.

4. Air Quality.

5. Water Quality.

EXHIBIT 117 — U.S. Postal Service Appendix A to Procedure for Environmental Impact Assessment memorandum [annexed to Stipulation, item number 9].

6. Land Use. Urbanization or increased density, changes in land use or zoning.

7. Noise. Sound and noise levels.

8. Visual Aesthetics.

9. Traffic. Railway, automotive, air, water, pipeline, electrical or communications transmissions.

10. Waste Disposal. Solid waste, sewage, other materials.

11. Wildlife.

12. Vegetation.

13. Historical.

14. Others.

PART IV - ALTERNATIVES

Describe various alternatives considered, why each was not recommended, and the benefits and detriments of each. Include the alternative of no action.

PART V - CONCLUSIONS

1. This action (will) (will not) have a significant adverse effect on the environment.

2. This action (will) (will not) have a beneficial effect on the environment.

3. The effect of this action (will) (will not) be environmentally controversial.

4. An Environmental Impact Statement (will) (will not) be prepared.

(Appendices if required)

FIGURE A-03. ENVIRONMENTAL ASSESSMENT (Page 3 of 3)